The Hong Kong Daily Press.

No. 9246 號六十四百二千九第 日五初月七年三十緒光 HONGKONG, TUESDAY, AUGUST 23RD, 1887. 二拜禮 號三十二月八英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

August 21, ALWINE, German steamer, 400, Samuelsen, Pakhoi 18th August, and Hoihow 20th, General.—WIELER & Co.

August 22, MCNEAR, American ship, 1,245, H. C. Larrabee, Yokohama 22nd July, Ballast.—CARLOWITZ & Co.

August 22, CARMARTHENSHIRE, British str., 1,776, Courtney, Foochow 19th August, General.—ADAMSON, BELL & Co.

August 22, OXFORDSHIRE, British str., 998, C. P. Jones, Kobe 14th August, General.—RUSSELL & Co.

August 22, BRINDISI, British steamer, 2,153, E. Ashdown, Bombay 6th August, and Singapore 18th, Mails and General.—P. & O. S. N. Co.

August 22, THIBET, British steamer, 1,671, T. F. Creery, Yokohama 14th August, Mails and General.—P. & O. S. N. Co.

August 22, DANUBE, British steamer, 561, J. Fowler, Haiphong 20th August, General.—A. R. MARTY.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 22ND AUGUST.

Kutsang, British str., for Swatow.
Formosa, British str., for Amoy.
Galley of Lorne, British str., for Saigon.
Taichiow, British str., for Swatow.
Vespasian, British str., for Saigon.
Norden, Danish str., for Kuchinotzu.
Alwine, German str., for Hoihow.

DEPARTURES.

August 22, PEKING, British str., for Shanghai.
August 22, FUSHUN, Chinese str., for Whampoa.
August 22, KUTSANG, British str., for Swatow.
August 22, FORMOSA, British str., for Tamsui.

PASSENGERS.

ARRIVED.

Per *Alwine*, str., from Pakhoi, &c.—25 Chinese.

Per *Danube*, str., from Haiphong.—Messrs. Jack, Nielsen, Tunner, and Gauthier, and 24 Chinese.

Per *Brindisi*, str., for Hongkong.—From London.—Commander P. Smythies, Lieutenant Huntsman, and Mr. J. Gray. From Bombay.—Mr. C. Moosabhoy. From Penang.—Mrs. Lee Wee Hung, 3 children and servant, Mr. and Mrs. Gho Mah Hoo, Messrs. Swee Sang and Lee Wee Kin and servant, and 132 Chinese. From Singapore.—13 Chinese. For Shanghai.—From London.—Mr. C. M. Adamson, and Mrs. Maitland's amah. From Singapore.—Mr. R. H. Beauchamp, and Miss L. Beauchamp. For Yokohama.—From Bombay.—Mr. M. R. Trower. From Penang.—H.E. the Governor of Kra and servant, Messrs. Khaw Joo Ghee and Khaw Joo Choe and 2 servants. From Singapore.—10 Japanese.

Per *Thibet*, str., from Yokohama.—Capts. C. R. Atkinson and C. L. W. Field, Mr. and Mrs. Eustace, Messrs. Durrand, E. G. Andrews, C. H. Watkins, W. Waymouth, E. E. Cleeve, A. Crawford, J. Heathcole, J. Thompson, W. Spinks, S. H. Todhunter, J. Smith, T. Jones, J. McKay, H. Lundow, C. Gablowsky, P. Allen, Kobayaski, J. Shibutami, and Private Plumb, Miss A. Cookerab, and 77 Chinese, steerage.

DEPARTED.

Per *Taisang*, str., for Calcutta.—Mr. James Smith.

Per *Formosa*, str., for Amoy.—Mr. Hoong Teen Song.

REPORTS.

The British steamer *Oxfordshire*, from Kobe 14th August, reports had fine weather and calms.

VESSELS PASSED ANJER.

August 6, Nederlands str. Prinses Amalia, Harten, Aug. 6, from Batavia for Amsterdam.

7, British bark Don Enrique, Corning, May 4, from Cardiff for Yokohama.

7, British ship Midlothian, Frew, May 13, from Cardiff for Singapore.

8, British ship Clan Mackenzie, Harris, May 24, from Cardiff for Hongkong.

8, German bark Minie, Meyer, Aug. 7, from Batavia for Padang.

8, British ship St. Monan, Cans, May 11, from Penarth for Singapore.

9, Norwegian bark Anthon, Olsen, May 2, from Penarth for Manila.

9, Norwegian bark Kamfjord, Andersen, April 25, from New York for Sourabaya.

9, Amr. bark Antioch, Hemingway, April 26, from New York for Batavia.

10, British bark Marquis of Lorne, Smith, April 25, from New York for Batavia.

10, German bark Aline, Graumann, July 3, from Bangkok for Queenstown.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22.......... per case of 1 dozen quarts.
$23.......... per case of 2 dozen pints.

PAUL DUBOIS & Co.'s CLARET, GRAND VIN LEOVILLE.
$25.......... per case of 1 dozen quarts.

CLARET, CHATEAU LAROSE.
$13 .... per case of 1 dozen quarts.
$14.......... per case of 2 dozen pints.

PONTET CANET.
$9.50 .... per case of 1 dozen quarts.

PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.

LORMONT.
$5 .... per case of 1 dozen quarts.

JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.
$8 .... per case of 1 dozen bottles.

ALSO,
CUTLER PALMER & Co.'s WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [19

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUNBOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 600 tons, or would be very suitable for driving stationary engines. 1 Large STEAM LAUNCH ENGINE and BOILER. 2 Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 2 Steam PUMPS. 2 Horizontal and 2 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 1 DRILLING MACHINE. 2 EMERY TOOL GRINDERS. 1 Patent FAN BLOWER. 5 Boxes TAPS and DIES. 2 Weston's PATENT BLOCKS, 4 and 8 tons. 6 8-tons HYDRAULIC JACKS. 2 double-acting HAND PUMPS. 1 5,000 gal. Water TANK. 1 Bradford's Patent STEAM LAUNDRY, capable of washing about 1,500 pieces per day, with Boiler and Engine. 1 Hogging MACHINE for cleaning Ship's Bottoms. 1 Powerful JIB CRANE. 7 new Hand-Power Patent STEEL FLOUR MILLS, by Pursehouse of Wolverhampton. 1 New Patent Hand-Power RICE SHELLING MACHINE, by Nicholson, of Newcastle-on-Tyne.

All the above Machinery are now or as good as new.

For further Particulars, apply to
J. M. ARMSTRONG, Auctioneer, Queen's Road.
Hongkong, 24th June, 1887. [1226

號生怡

YEE SUNG & Co., COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co., No. 68, PRAYA. [65

INTIMATIONS.

LIFE ASSURANCE.

FOR many years the STANDARD LIFE OFFICE has paid away upwards of Half a Million Pounds Sterling per Annum in Death Claims. Its Funds—steadily increasing, exceed 6¼ Millions, and have increased over 50 per cent. in the last 15 years. The New Assurances on carefully selected lives for the last five years have been in excess of the Business transacted by any of the Scottish Life Offices. The Business is conducted with economy, the premiums are moderate, and the conditions will be found liberal.

Forms of Proposal on application to the BORNEO COMPANY, LIMITED, Agents, Hongkong.
905—21

LANE, CRAWFORD & Co.
Have just received
AN ASSORTMENT OF
BOOTS AND SHOES
suitable for Summer wear.
KID BALMORAL BOOTS.
KID & FRENCH CALF SHOES.
PATENT LEATHER AND GLACE MOLIERE SHOES.

SUN HATS, STRAW HATS, TERAI HATS.

SMITH'S CELEBRATED GLASGOW TOBACCOS,
MANILA CIGARS,
AND
KAVALA & GOLDEN BELT CIGARETTES.
LANE, CRAWFORD & Co.
Hongkong, 18th August, 1887. [26

KELLY & WALSH, LIMITED
NEW AND POPULAR BOOKS.
Leaves from my Chinese Scrap Book, by F. H. Balfour.
"Sketches of Life in Japan," by Major Knollys, R.A.
Maclean's "Diseases of Tropical Climates."
Chemistry of the Sun, by Norman Lockyer.
Creation or Evolution, by G. T. Curtis.
"Useful Hints to Sea-going Engineers."
Baron Hubner's "Through the British Empire."
Arnould on "Marine Insurance," 6th Edition.
Mackintosh's China and Japan Trade Tables of Cost; (Silk and Tea Sections, with Telegram Code).
Keith-Johnston's Royal Atlas of Modern Geography.
Black's "General Atlas of the World."
Keane's "Hand Book of Eastern Geography."
Keith-Johnston's "Hand Book of Geography" Physical, Historical and Descriptive.
Day's "The Race Horse in training."
The Voyage of the "Vega," new and cheap Ed.
The Student's History of Modern Europe.
Book-keeping without a Master, price 60 Cts.
The Art Journal; Royal Jubilee Extra Number.
Geikies "Hand Book of Geology," &c., &c.
KELLY & WALSH, LD., HONGKONG.
24

W. BREWER HAS JUST RECEIVED
American Yachts and Yachting.
Shooting and Yachting in Mediterranean.
Fearnley Practical Histology.
Pagoda Shadows.
Balfour's Chinese Scrap Book.
Knolly's Travels in Japan.
Craig's Palmistry.
Globe Encyclopædia, 6 Vols.
Maclean's Diseases in Tropical Climates.
Birchmore Boards for Oil Painting.
Prepared Oil Paper for Oil Painting.
New Sketch Books.
Large quantity of New Light Literature.
The Renshaw Tennis Shoes. This is the most lasting of all makes.
Cheap Cabinet Photo Frames.
Army and Navy and Fine Floral Photo Albums.
Photo Albums for Cabinets only.
New Tennis Note Paper and Envelopes.
Ayres's Champion Tennis Balls.
Large Mirrors in deep plush frames, very cheap.
W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

BARK "WANDERING MINSTREL."

WANTED—FIRST, SECOND, and THIRD OFFICERS for the above Vessel.
Apply on Board to Captain WALKER.
Hongkong, 23rd August, 1887. [1587

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 26th August, 1885. [35

A SHING, PHOTOGRAPHER,
No. 8, QUEEN'S ROAD,
Opposite the TELEGRAPH OFFICE,
HONGKONG.
Hongkong, 2nd July, 1887. [1275

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [21

WANTED.

A DULY QUALIFIED SURGEON for the S.S. "PORT VICTOR."
Apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 20th August, 1887. [1602

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [959

NOTICE OF FIRM.

NOTICE.

THE AGENCY at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Shanghai, has This Day been TRANSFERRED to MR. ALEXANDER LEVY.
(Signed) E. JONES HUGHES.

With Reference to the above, notice I have This Day ASSUMED CHARGE of the Business at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Wine and Spirit Merchants Shanghai.
ALEXANDER LEVY.
Hongkong, 30th June, 1887. [126

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ....£2,000,000.
PAID UP ....£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation; or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [10

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ....$7,500,000.
RESERVE FUND .... 4,500,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BOTTOMLEY, Esq.
Hon. J. Bell-Irving. | H. Hoppius, Esq.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | J. S. Moses, Esq.
W. H. Forbes, Esq. | Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.
Hongkong, 18th July, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER, Acting Chief Manager.
Hongkong, 8th May, 1885. [9

HONGKONG PUBLIC SCHOOL.

FROM this date the FEES charged for all NEW PUPILS admitted to the above School will be as follows:—

In the UPPER SCHOOL, $5 per month, or $20 per Term.

In the LOWER SCHOOL, $4 per month, or $16 per Term.

This arrangement does not apply to Pupils already in the School.

The CHRISTMAS TERM commences on MONDAY, September 19th. Applications for Admission should be made to the Head Master, Sunnyside, Hongkong.

By Order of the Committee.
Hongkong, 17th August, 1887. [1569

VICTORIA SCHOOL, HOLLYWOOD ROAD.

THIS SCHOOL will be RE-OPENED on MONDAY, September 5th.

A DRAWING CLASS for LADIES will be Opened on the same day.

PRIVATE LESSONS given in English, French, Mathematics, &c.
Hongkong, 18th August, 1887. [1580

WANTED.

BY a Straits-born Chinese, at present in Singapore, a SITUATION in a Lawyer's Office. Advertiser has had experience in office details, is a good Man of Business, and thoroughly understands Solicitor's Book-keeping, especially on Kair's System, and holds excellent Testimonials. Salary moderate. Passage money to Hongkong to be paid by intending Employer. Apply by letter to A. B., care of SYM KYE PANG, Esq., Swatow who will communicate with advertiser in Singapore.
Swatow, August, 1887. [1499

DOMINION ORGAN & PIANO Co.
Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;
Sole right to use Foley's Automatic PEDAL COVER, for the whole Continent of EUROPE; This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.
BRANCH OFFICES:—
MANCHESTER, ENGLAND,
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.
DOMINION ORGAN & PIANO Co.,
BOWMANVILLE, ONTARIO, CANADA.
Send for catalogues. [1411

INTIMATIONS.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING will be held at the Company's Office, Praya, Hongkong, on FRIDAY, the 26th day of August, 1887, at HALF-PAST TWO O'CLOCK IN THE AFTERNOON, when the following Special Resolution will be submitted:—

That the present Articles of Association be altered by adding, at the end of Article No. 4, the words "The Company may from time to time reduce its Capital."

RUSSELL & Co., General Managers.
Hongkong, 18th August, 1887. [1588

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, at HALF-PAST ELEVEN O'CLOCK, on SATURDAY, the 27th instant, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, electing Directors and Auditors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th inst.

By Order of the Board of Directors,
LOUIS HAUSCHILD, Secretary.
Hongkong, 4th August, 1887. [1478

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 27th day of August current, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1887.

By Order of the Court of Directors,
JOHN WALTER, Acting Chief Manager.
Hongkong, [illegible] August, 1887. [1511

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from the Thirteenth to the 27th day of August current (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
JOHN WALTER, Acting Chief Manager.
Hongkong, 9th August, 1887. [1512

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on MONDAY, the 29th inst., at 3 P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1887.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 29th August, both days inclusive.

By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, 12th August, 1887. [1533

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 5th Proximo, at 4 O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd instant to the 5th Proximo, both days inclusive.

By Order,
A. S. GARFIT, Acting Secretary.
Hongkong, 15th August, 1887. [1553

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

AT a MEETING of the CONSULTING COMMITTEE held This Day, an INTERIM DIVIDEND of 6 per cent. for the Half-year ending 30th June, 1887, on the paid up Capital of the Company, was declared, and the same will be paid on the 31st August to Shareholders on the register on the 18th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 31st August, both days inclusive.

JARDINE, MATHESON & Co., General Managers.
Hongkong, 13th August, 1887. [1557

CUTLER, PALMER & Co.
ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.
Are represented in China by
Messrs. JARDINE, MATHESON & Co. ....*
" SIEMSSEN & Co. ....*
" LANE, CRAWFORD & Co. & by ....*
" H. E. REYNELL & Co. in Japan..........*

Subjoined are some of the items consigned by these well-known Shippers

SPIRITS,
COGNAC—The popular "4 Star" quality and best.
COGNAC—The well-known "2 Star" quality.
WHISKY SCOTCH,—Heart Shaped bottles, a speciality.
WHISKY SCOTCH, in ordinary bottles.
The "Glenlivet" Whisky in Round bottles.
The "Square bottle" Whisky of Napier Johnstone's.
The Celebrated "CARLTON"—11 *years old*.
WHISKY IRISH, the best selected, *very fine*.
N.B.—All the above Spirits are of excellent quality, and are recommended

WINES.
For Invalids use, PORT & SHERRY—Very Superior and reliable. AMOROSO, MANZANILLA, & PALE DRY SHERRY, distinguished by Blue, Black, and White Seals, Charming Wines. *Suit all tastes.*
CLARET, viz., Mouton, Larose, St. Estephe, Medoc in Quarts & Pints. Need no recommendation.
For Prices apply to either of the above Firms marked * [1516

AFONG, PHOTOGRAPHER
Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [62

WING TAI & Co.
SHIP'S COMPRADORES, STEVEDORES,
AND
COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No. 25, PRAYA CENTRAL.
谷發炭煤司公泰榮 [234

AUCTIONS.

GOVERNMENT NOTIFICATION. No. 336.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the SPOT, on

MONDAY,

the 29th day of August, 1887, at 4 P.M., at Peak Road near the Albany, are published for general information.

By Command,
FREDERICK STEWART, Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 13th August, 1887.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of August, 1887, at 4 P.M., by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of ONE LOT of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			feet.	feet.	feet.	feet.		$.	$.
1	Inland Lot No. 99[illegible]	Peak Road near the Albany	193	18[illegible]	78 & 339	19[illegible]	46,5[illegible]	22[illegible]	4[illegible]

[1568

FOR SALE by PUBLIC AUCTION on MONDAY,
the 29th August, 1887, at 5 P.M., on the Spot, No. 8, Albany Road, known as
"NORMAN COTTAGE,"
being the remaining portion of INLAND LOT No. 648, with the BUILDING thereon, comprising an area of about 17,515 square feet. Subject to the present Tenancy, the Tenant to receive not less than 3 months' notice to quit.
Crown Rent, $13.64 per Annum.
For further Particulars, apply to
H. N. MODY, Auctioneer.
Hongkong, 13th August, 1887. [1544

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
FRIDAY,
the 2nd September, at 11 A.M., on Board,
THE DUTCH STEAMER "BATJAN,"
of 143 Tons Gross, and 80 Tons Net Register, Built in 1882, and Classed 100 A 1 with Lloyds; Carrying Capacity 2,400 Piculs Dead weight; being in good Working Order; as she lies in this Harbour; with all her TACKLE, APPAREL and APPURTENANCES.

TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of hammer and the Remainder on transfer; the Steamer to be at Purchaser's risk immediately after being knocked down.

For further Particulars, apply to the Undersigned,
G. R. LAMMERT, Auctioneer.
Hongkong, 20th August, 1887. [1601

NOTICE TO CONSIGNEES.

GERMAN BARK "ADOLPH,"
CAPTAIN WESTERGAARD, FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

SIEMSSEN & Co., Agents.
Hongkong, 19th August, 1887. [1593

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "TITAN,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th August, 1887.

Goods undelivered after the 24th inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th August, 1887. [1524

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, Ex S. S. "YOROUBA," and Bordeaux Ex S. S. "PRESIDENT LEROY LALLIER," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY (WEDNESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 24th inst., at NOON, will be subject to rent and landing charges at One Cent per package per diem.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 17th August, 1887. [2

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "BELLEROPHON," FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned not later than the 23rd inst., for shipment per steamer "PALAMED."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th August, 1887. [1538

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "BELLEROPHON,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Goods undelivered after the 25th inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th August, 1887. [1538

SQUARE BOTTLE WHISKY
NAPIER JOHNSTONE'S BLEND.
Superb Quality,
CUTLER, PALMER & Co.'s SELECTION.
Apply to
LANE, CRAWFORD & Co., Hongkong.
1248]

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [117

WANTED.

A 5/8 ROOMED HOUSE near Caine Road or Public Gardens.
Rent from $70 to 100.
Apply to R. L. & G.
Hongkong, 14th July, 1887. [1345

INTIMATIONS.

CHIARINI'S GRAND CIRCUS, MENAGERIE, AND CONGRESS OF WONDERS.

OPEN EVERY NIGHT, at 8 P.M., commencing at 9 P.M.

WEDNESDAYS AND SATURDAYS TWO PERFORMANCES,
One at 4 P.M. and the other at 9 P.M., Doors Opening at 3 and 8 P.M.

GRAND AND BRILLIANT PROGRAMME.

Excellent display of daring skill and dexterity by the Ladies and Gentlemen of this unique Combination of Wonders and the valuable aggregation of formidable WILD BEASTS,

TO-NIGHT,

NEW EQUESTRIAN SCENES, NEW WILD ANIMALS and their Trainer, NEW MANILA PONIES educated by Signor CHIARINI.

NEW JAPONIC MARVELS from the MIKADO'S OWN THEATRE, Tokio.

DON'T MISS A TREAT OF THIS KIND!

L. MAYA, Secretary.
Hongkong, 22nd August, 1887. [1610

ORGAN RECITAL AT UNION CHURCH.

AT the request of the Committee Mr. SANGSTER has kindly consented to give a Recital on the Organ formerly belonging to the Cathedral which has lately been renovated and erected in the Union Church.

The Recital will take place THIS EVENING, THE 23RD INSTANT, and will commence at 9 O'CLOCK, when the Committee will be glad of the attendance of all those interested in Sacred Music.

ALEX. FALCONER, Hon. Secretary.
Union Church, 20th August, 1887. [1600

NO MORE TOOTH ACHE: use the DENTIFRICE ELIXIR, POWDER AND PASTE of the R. R. F. F. BENEDICTINES of the ABBAY OF SOULAC (Gironde, France) DOM MAGUELONNE, Prior.

2 GOLD MEDALS: Brussels 1880—London 1884 THE HIGHEST REWARDS.

Invented in the year 1373 by the Prior Pierre BOURSAUD.

"The daily use of a few drops of the DENTIFRICE ELIXIR OF THE R. R. F. F. BENEDICTINES in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and restored.

"It is a real service rendered to our readers to point out to them this old and useful preparation, the most CURATIVE, and the ONLY PRESERVATIVE from all DENTAL DISORDERS."

Established 1807

General Agent: SEGUIN, 3, rue Huguerie, 3 Bordeaux

Depots in HONGKONG:
A. S. WATSON & Co., Chemists.
THE VICTORIA DISPENSARY.
Sold by all Chemists, Perfumers, Hairdressers, &c. [991—2

THE CELEBRATED "JOHN JAMESON WHISKEY"

Realizes the Highest Price in the IRISH WHISKEY MARKET.
Manufactured only by
JOHN JAMESON & SON,
BOW STREET DISTILLERY, DUBLIN.
WHO ARE NOT CONNECTED WITH ANY OTHER DISTILLERY.

Can be obtained in bulk or bottle by all Dealers (one, two, or three Stars) from their
SOLE EXPORT BOTTLING AGENTS:—
CHARLES DAY & Co., 17 WATER LANE, LONDON.
599]

TIMBER.

THE Undersigned, Agents for Messrs. E. E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 2nd November, 1886. [40

NOW READY.

THE KUNG HO CHIH YU WALTZ, and THE FEIHOO WALTZES,
by R. C. PASSMORE,
published by
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.
12th January, 1887. [63

HING LUNG'S BEST FIRE CRACKERS and all kinds of FIRE WORKS.
Also,
MAN SHUN WING'S CHEFOO PONGEE SILK
WHOLESALE.
FUNG TANG, Sole Agent,
42, BONHAM STRAND, Hongkong. [1062

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [20

MONEY.

TO BE LENT, on FIRST MORTGAGE of Property in the City of Victoria, the sum of
$5,000.
For further Particulars apply by letter to
H. B., Office of this Paper.
Hongkong, 19th August, 1887. [1586

FOOCHOW HOTEL, FOOCHOW.

NEW and COMMODIOUS PREMISES, adjoining EASTERN EXTENSION TELEGRAPH COMPANY'S OFFICE.

TERMS MODERATE.
G. T. BROCKETT, Proprietor.
June 1st, 1887. [1135

C. CURIAMBUX has much pleasure in announcing that he has just opened a FURNITURE AND CURIO STORE at No. 8, Beaconsfield Arcade. Always in Stock a large and varied assortment of HOUSEHOLD FURNITURE, which, for quality and cheapness, cannot be surpassed. All Orders will be promptly executed. [1462

THE LONDON AERATED WATERS MANUFACTORY.

THESE POPULAR WATERS are now being Manufactured at Nos. 1 & 2, BEACONSFIELD ARCADE, where orders will be received and promptly executed at the usual moderate charges, viz.:—

Soda water	3	doz. for	$1.00
Tonic	3	" "	1.00
Lemonade..............	3	" "	1.00
Gingerade	2	" "	1.00
Raspberryade	2	" "	1.00
Sarsaparilla	2	" "	1.00
Seltzer, Lithia, and other Mineral Waters	1	" "	.40

D. K. GRIFFITH & Co.
Hongkong, 16th June, 1887. [1180

NEW ADVERTISEMENTS.

A WIDOW seeks ENGAGEMENT as a RESIDENTARY GOVERNESS or would be glad to give Lessons to CHILDREN in Music and French at moderate Fees. Pupils will be attended to at their own homes.

Apply to A., at the Office of this Paper.
Hongkong, 23rd August, 1887. [1617

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their Praya Premises,
THIS DAY,
the 23rd instant, at NOON,
ON ACCOUNT OF THE CONCERNED,
Ex S. S. "NEW GUINEA,"
More or less damaged.
4 Bales ALL LONG FLAX GOUROCK CANVAS.
3 Bales GRASS BLEACHED.
ALSO,
1 Length 1¼ STUD CHAIN.
1 HEMP HAWSER.
TERMS.—Cash.
LANE, CRAWFORD & Co., Auctioneers.
Hongkong, 22nd August, 1887. [1612

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
FRIDAY,
the 26th August, 1887, at his Sales Rooms, Duddell Street,
FOR ACCOUNT OF WHOM IT MAY CONCERN.

One HORIZONTAL ENGINE, complete, with FEEDPUMP and GOVERNOR; Diameter of Cylinder 12 inches, Stroke 24 inches. (New)
One OIL PRESS with Screw and Ratchet Gear (New).
One Douglas' Patent PUMP (New).
One Mumford Steam DONKEY PUMP (New).
4 IRON SPLIT PULLEYS for Shafting.
1 Six-inch CRANKSHAFT, 1 Piston-ROD, 1 Connecting ROD, 2 Eccentric RODS } Suitable for Compound Tandem Engine 12 by 24.
N.B.—DRAWING OF ENGINE can be given.
1 Steel CRANKSHAFT 44 inches.
5 Steel Piston RODS.
2 Connecting RODS.
11 COPPER PIPES, assorted.
7 Plates Muntz YELLOW METAL, assorted.
7 Plates COPPER, assorted.
7 CRUCIBLES.
85 Brass NOZZLE COCKS, assorted Sizes.
An Assortment of Steam-gauge COCKS, Brass OIL CUPS, Straightway COCKS, CHECK VALVES, STOP VALVES, and LUBRICATORS, IRON BOLTS and NUTS.
A Quantity of ⅝ & ¾ STUD CABLE, Lloyds Test.
&c., &c., &c.
TERMS OF SALE.—Cash on delivery.
G. R. LAMMERT, Auctioneer.
Hongkong, 23rd August, 1887. [1616

PUBLIC AUCTION OF JAPANESE PORCELAINS & CURIOS.

THE Undersigned has received instructions to Sell by Public Auction,
WITHOUT RESERVE,
ON
SATURDAY,
the 27th August, 1887, at 2 P.M., at his Sales Rooms, Duddell Street,
A COLLECTION OF
JAPANESE PORCELAINS & CURIOS,
Comprising:—
SATSUMA, KAGA, TOKIO, IMARI and MIACO VASES, JARS, BOWLS, PLATES, TEA, and BREAKFAST SETS; SILVER & GOLD INLAID BRONZE, VASES, and ORNAMENTS, SILK and VELVET EMBROIDERED SCREENS, KAKIMONIS, IVORIES and NITZUKIS, CABINETS, LACQUERWARE, &c.
AND
One Fine INLAID CURIO-STAND.
&c., &c., &c.
TERMS OF SALE.—As Customary.
G. R. LAMMERT, Auctioneer.
Hongkong, 23rd August, 1887. [1619

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"BRINDISI,"
will leave for the above place TO-MORROW, the 24th instant, at TEN A.M.
E. L. WOODIN, Acting Superintendent.
Hongkong, 23rd August, 1887. [1

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"HECTOR,"
Captain Batt, will be despatched as above TO-MORROW, the 24th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd August, 1887. [1407

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"THALES,"
Captain Hunter, will be despatched for the above Ports, on THURSDAY, the 25th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 23rd August, 1887. [1618

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship
"CANTON,"
Captain Bremner, will be despatched as above on THURSDAY, the 25th inst., at THREE P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 23rd August, 1887. [1615

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENEARN,"
Captain Brass, will be despatched as above on or about the 31st instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 23rd August, 1887. [1614

FOR NEW YORK.

THE 3/3 L I I American Ship
"GOVERNOR ROBIE,"
Blanchard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd August, 1887. [1613

FOR HAMBURG DIRECT.

THE 3/3 L. I.I. German Barque
"ADOLPH,"
Westergaard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
EDUARD SCHELLHASS & Co.
Hongkong, 23rd August, 1887. [1393

INTIMATIONS.

1887. NOW READY. 1887

THE

CHRONICLE AND DIRECTORY
FOR 1887,
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-FIFTH ANNUAL ISSUE).
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo., pp. 1,156......$5.00.
SMALLER-EDITION, Ryl.8vo., pp. 776......$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

NOTICE.

GARDEN SEEDS.

SEASON 1887-88.

THE following SEEDS required for Sowing in August and September can now be supplied, viz:—

CELERY.
CYCLAMEN.
CINERARIA.

OUR FIRST SHIPMENT OF ASSORTED
VEGETABLE AND FLOWER SEEDS
IS EXPECTED SHORTLY,

and

Catalogues will be supplied FREE OF CHARGE on and after the 30th instant.

A. S. WATSON & Co., LTD.

Hongkong, 15th August, 1887. [122]

The Daily Press.

HONGKONG, AUGUST 23RD, 1887.

THE unpunctuality of the ferry service between Victoria and the outlying villages is a matter that deserves the attention of the Government. At present the service is entirely in the hands of launch owners, who are subject to no control whatever except as regards the number of passengers that may be carried on a single trip. The service between Pedder's Wharf and Taim-tsa-tsui, being maintained chiefly for the convenience of foreigners, the launch starts with reasonable punctuality. The free launch run by the Hongkong and Kowloon Wharf and Godown Company also observes a measure of punctuality. All the other ferry launches are supported chiefly by Chinese, and are run in accordance with Chinese ideas. They wait until they have a full complement of passengers, and start when they are ready. A passenger may go on board and have to wait an hour or more before the start takes place, and this time he has absolutely to lose; if he went away with the idea of returning later on it would be at the risk of losing his passage by that opportunity and having to wait for the next launch. To Europeans such conditions are intolerable, and the ferry launches are little used by them. Even to Chinese it is irksome, although they have not the same idea of the value of time that we have. Take, for instance, the case of a tradesman at Shaukiwan, Yaumati, or Aberdeen, who has to come into Victoria on business: he will very probably have to spend from one to two hours in waiting for the launch. To the Chinaman, as well as to the European, time is money, though he may not have the same keen appreciation of the fact. A regular and punctual ferry service could not fail to lead to a considerable development of the villages. The stagnation of Stanley is, we believe, wholly attributable to the difficulty of communication with Victoria. The matter is one fairly within the sphere of Governmental control. It has been suggested to us that if the entire ferry service of the Colony were made a monopoly and farmed out the Government would derive a good revenue from it and could at the same time enforce conditions required in the public interest. A tax on travel is, however, we think, to be deprecated, but punctuality of service might be enforced without the creation of a monopoly. This could be done by requiring the launches to take out special licences at a nominal fee, conditions as to the places to which the launch would run and the number of trips to be made per day being attached. Having a specified number of trips to get through the launches would find it necessary to work on a time table, and if absolute punctuality was not ensured there would at least be an approximation to it.

THE Singapore *Free Press* urges that typhoon warnings should be sent to that colony for the benefit of vessels bound to Hongkong. Our contemporary says:—"Practically speaking, every steamer which visits Hongkong and the China ports touches at Singapore. The typhoons which disturb the China sea during the latter portion of each year, almost without exception take their course either from the South end of Formosa towards Hongkong, or from the Philippine Islands towards Hainan or the coast of Cochin China, at times turning northward. In any case almost every typhoon which blows crosses the track of upward bound vessels either at a right or more or less acute angle. If a typhoon is blowing anywhere in the China sea every steamer *en route* between Singapore and Hongkong is bound to be within its influence. It may be near the vortex or in what is termed the 'tail end,' but in any case it must give some trouble and anxiety both to captain and passengers. We do not think all these considerations are sufficiently kept in mind by the public and the Government, or some effort would have been made before this to make some arrangement for the earliest telegraphic intelligence from Manila, Hongkong, and Saigon regarding the inception and progress of these disastrous storms." This desirability of sending the information here asked for to Singapore was remarked upon in these columns years ago, when the establishment of the Observatory was under consideration, and on more than one occasion since. A vessel coming up from Singapore at a time when a typhoon is travelling westward is always exposed to the danger of running into the storm. It is not likely that a steamer would delay her departure because a typhoon had been notified, the track of those disturbances being so uncertain, and the voyage affording opportunities for skirting round it, but the information would be of inestimable value to the captain in his navigation, as it would let him know what to look out for and lead him to take more timely precautions than he might do were he left, as now, to determine the existence of the typhoon from his own unaided observations. In this way the telegrams would contribute to the safety of life and property, while the trouble and cost of the service would be infinitesimal.

The delivery of the English mail was begun at 3 30 yesterday afternoon.

Dr. Doberck's report of yesterday says:—"A storm is crossing to the N. of Wladivostock."

Our readers are reminded of the Organ Recital at Union Church this evening, to commence at nine o'clock.

The defendants in the Yaumati murder case, as will be seen from our Police Report, were yesterday committed for trial at the Supreme Court.

The appointment of Lieut.-Colonel Donald George Anderson, of the Northamptonshire Regiment, to command a Battalion was gazetted on the 19th July.

Those jurors who have not served this Sessions are reminded that their attendance will be required at the Supreme Court this morning at half-past ten o'clock.

The Agent informs us that the O. and O. steamer *Oceanic*, with mails from San Francisco to the 3rd inst., has arrived at Yokohama, and will sail for this port to-day.

We have to acknowledge receipt from the Agents (Messrs. Gibb, Livingston & Co.) of a copy of the report of the ninth half-yearly meeting of the British North Borneo Company, held on the 29th June.

The *Catholic Register* learns, "from a letter received from Bishop Raimondi, dated Sydney, 18th July, that his Lordship is enjoying good health and intends leaving for San Francisco on the 10th of this month."

The Nagasaki *Express* says that on the 11th inst., the coal mine on Hashima became flooded, from some cause or other, full particulars of which it had been unable to learn, resulting in the drowning of some forty miners.

The *Rising Sun* says that a junk load of timber from Daglet Island, cut under a special agreement between Mr. J. F. Mitchell and the Korean Government, consisting of *kiyaki*, etc., arrived at Nagasaki on the 11th inst.

The following appears in the London *Gazette* of 19th July: The Buffs (East Kent Regiment).—The undermentioned Lieutenant-Colonels have been appointed to command Battalions:—Henry Thomas Halahan and William Frederick Kerr.

The Portuguese gunboat *Rio Lima* left Nagasaki for Kobe *via* the Inland Sea on the 10th inst., and the French gunboat *Aspic*, bound to Tientsin, left the following day. The Italian cruiser *Rapido* arrived at Nagasaki from Kobe on the 16th inst.

A Chinese firm at Yokohama, says a Japanese native paper, has decided to open navigation between Yokohama, Kobe, Chefoo, and Tientsin at low freight and passage rates. A steamer chartered or purchased by the firm will arrive at Yokohama shortly to be used as a pioneer in this venture.

A Circus has just arrived in Singapore. The *Straits Times* of the 16th inst. says:—Mr. R. H. Bernard, the Manager of Matthews' World Circus, arrived in Singapore yesterday from Samarang by the steamer *Penang* to make arrangements for a series of performances by that company here at an early date. The circus was organised some years ago in Australia by Mr. Matthews, of the Matthews Brothers, formerly of Wilson's Circus, well known in this part of the world.

In the last issue of the London *Figaro* the new Governor of Hongkong is made the subject, in its series of sketches of "Coming Men," of the article under that head. This sketch is reproduced in another column. The little portrait annexed depicts a good looking man young for the 53 years Sir William Des Vœux owns to. The writer of the article probably knows more about the subject of his sketch than he does of the past history of Hongkong, or he would be aware that Sir William is the sixth, not the third, Governor we have had of Irish extraction in succession.

Mr. Seymour, U.S. Consul, writes from Canton, Nov. 13 last:—Bidders for the kerosine *lekin* monopoly in this province of Kwangtung for the coming year are informed no bids will be entertained for less than $100,000, which represents about 250,000 cases, or 500,000 cans, equivalent to about 2,000,000 imperial or 2,500,000 trade gallons; and the expectations of bidders for a margin of profits on that sum is based on the ordinary increase of the kerosine traffic and use, which seems to justify estimates that during the coming year Canton will receive and distribute over 400,000 cases or 800,000 cans, or about 10,000,000 gallons, of the approximate value of $750,000.

The Marquis of Huntly writes to the *Times* from Vancouver, under date of July 3rd, as follows:—"The accompanying copy of *The Times Weekly Edition* of May 13 was delivered to me on the morning of the 20th of June at Yokohama by the P. and O. mail. The Canadian Pacific Steamship Company's *Parthia* left Yokohama at noon on the 20th June, and arrived at Vancouver this day. I apprehend that the paper will be delivered in London in the shortest time this circuit of the globe has been accomplished under the British flag." To this the following note is appended:—"This letter, with *The Times Weekly Edition* of May 13, was delivered in London yesterday (July 21st)—69 days after publication."

Truth says:—The *Rattler*, which left England for the China station at the end of June, came to grief soon after leaving Gibraltar in what seems to be the approved form for her Majesty's ships. It appears that some new patent composition had been used, instead of red-lead, at the connections of the feed-pipes, with the result that on July 3 the boilers were found to be nearly empty, the pipes to the main feed-engines and to the donkey-engine being completely severed. The ship was thus kept at a standstill for nineteen hours in the middle of the Mediterranean while the damage was repaired. I see that on her voyage as far as Malta the *Rattler* had rattled along at a trifle over seven knots per hour. It is to be hoped that there is no immediate need of her presence at Hongkong.

In the House of Commons on the 18th July Sir H. Tyler asked the Secretary for the Colonies if he had ascertained whether the return of Sir J. Pope Hennessy as Governor of the Mauritius would, after what had passed, be grateful to the inhabitants of that island. Mr. H. Heaton asked the right hon. gentleman whether he had not received a petition signed by three-fourths of the inhabitants of Mauritius in favour of Sir J. Pope Hennessy's return. Sir. H. Holland: The majority of the inhabitants of Mauritius are Indian, and they may, on the whole, be said not to have taken much interest in the matter referred to, but there is good reason to believe that a large part of the resident population approve of his policy and desire his return. I have received a petition to that effect, signed by 4,267 persons. It was brought to this country by a delegate specially appointed. A majority of the non-official members of the Government Council are in favour of Sir J. Pope Hennessy.

The British North Borneo *Herald* says:—The barque *Billy Simpson*, regular trader to Sandakan, anchored off the wharf at 3. p.m. on Thursday, July 28th, having performed the all round trip between Sandakan and Hongkong in 53 days. Capt. Brown reports having made the passage via the Balabac channel and was becalmed five days the other side of Taganac, having made the passage so far in nineteen days, a fairly good run for the South West monsoon. The barque has ballast and a small amount of cargo. She brings thirty Chinese passengers and Mr. G. J. Freeth, a gentleman who visits us intent on planting. The *Billy Simpson* encountered a typhoon on July 9th and 10th in latitude 18 deg. North, Longitude 113 deg. East losing two topsails and upper main topsail yard, which latter was *fished* and made available for continuing the voyage. The Chinese passengers are Hakkas and most of them are already engaged by Mr. W. P. Pryer for his Beatrice Estate.

According to the *Indische Mercuur*, the Netherlands India S. N. Company intends to start a direct line between Deli and the Chinese ports, which would render the planters of East Sumatra independent of Singapore brokers in obtaining coolies. Only a direct connection, without any calls at intermediate ports, will bring amelioration in the struggle between the Deli planters and the brokers of the Straits.

A solid indication of the development of Messrs. E. E. Abrahamson & Co.'s timber business (says the British North Borneo *Herald*) was afforded on July 10th and 11th last. On the first mentioned date the steam launch *Sabine* towed across the bay a raft of timber containing over 1,000 tons, and on the 11th a view was described of a raft half a mile long containing 2,700 tons from the Company's workings at Capuan and the neighbourhood for storage in the Sandakan paddocks. The ship *Tarapaca* arrived from Capuan fully laden in tow of the *Sabine* on Tuesday, July 28th, and leaves for Hongkong on August 2nd. We understand that she will return to Sandakan, also that the Company have chartered the fine ship *Hattie E. Tapley* at present completing her loading for Messrs. Koh Heen & Co. Mr. Abrahamson's new house at Capuan is rapidly approaching completion, and is a handsome and faithfully built residence with billian posts and a double tiled roof.

The following items are from the *London and China Express* of the 22nd ultimo:—

An official despatch from Saigon contradicting the recent report that King Norodom of Cambodia had been captured by his brother Sivotha states that the latter has been abandoned by his followers and is now in hiding in the forests on the frontier of Laos. Private advices report the state of the country generally as very unsatisfactory, and still disturbed.

Damages for breach of promise of marriage were awarded on the 16th inst., in the Middlesex Sheriff's Court, amounting to £2,000, against Mr. Fred. Bolton, who had been betrothed to Miss Carlotta Herrmann. The father of the plaintiff was described as a gentleman holding a good position in London, and also in Hamburg, in connection with the China trade.

The Chinese Minister at Berlin left the capital on the 1st inst. for Kiel and Eckernfoerde to watch the trial trips of the new Chinese ironclad *King Yuen*, which have been in process. The vessel has been placed in the Kiel dock for a final inspection of the hull. She has a draft of 5 em., and is protected with an iron belt of 8 inches, the turret for the guns, which is a revolving one, having 9 inch steel-plating. The principal armament consists of two twenty-one em. Krupp guns, two guns of 15 em., several smaller revolving guns, and four tubes for the discharge of torpedoes. The vessel, which has no rigging, but only a single pole mast, is propelled by two triple expansion compound engines, which drive twin-screws, by which, with about 80 revolutions a minute, the *King Yuen* will attain a speed of 15 knots an hour.

Sir John Francis Davis, K.C.B., F.R.S., who was born on July 16, 1795, completed his ninety-second year this week. The venerable baronet is the oldest diplomatic servant of the Crown, having been attached to Lord Amherst's embassy to Peking as far back as 1816, in the days of the Regency, and was joint commissioner with the late Lord Napier of Merchistoun in China in 1834, before the Queen's accession. He was Governor of the colony of Hongkong from 1844 to 1848, and was created a baronet for his services in China on July 9, 1845. In 1876 he received the honorary degree of D.C.L. from the University of Oxford, where he has founded and endowed a scholarship for the study of Chinese. Sir John Davis is residing in tranquil retirement at Hollywood, his residence at Westbury, near Bristol.

By command of the Queen, a Levée was held on the 16th instant at St. James's Palace, by the Prince of Wales on behalf of her Majesty. The Siamese Minister presented Captain A. J. Loftus, Bangkok, and Mr. A. D. Neubronner, Siamese Consul at Penang. The presentations also included Sir G. William Des Vœux, on appointment as Governor of Hongkong; Mr. W. Keswick, member of the Legislative Council, Hongkong; Major Henry Edward McCallum, C.M.G., R.E., Colonial Engineer, Straits Settlements; Mr. Osbert Chadwick, C.M.G.; Commander R. Murray Rumsey, R.N., Assistant Harbour Master, Hongkong; Lieutenant Henry M. Lambert, R.N., Reserve; Mr. Jacob E. Sassoon, and Mr. Meyer E. Sassoon. Amongst those who attended the Levée were the Chinese, Japanese, and Siamese Ministers, also Sir G. F. Bowen and Admiral Sir William Dowell.

Messrs. Raylton, Dixon, and Co. have launched a steel steamer which has been built to the order of Messrs. Gellatley, Hankey, Sewell, and Co., London, for their China trade. Her leading dimensions are 332 ft. over all; breadth, 38 ft.; and 27 ft. depth moulded. She is built on fine lines, and will have a carrying capacity of over 4,100 tons of tea. She has long bridge, topgallant forecastle, poop aft for accommodation of passengers, her officers and engineers being arranged under the bridge; water ballast in double bottom in after hold and under engines, teak decks especially strong, and ample cargo-discharging gear, makes her a ship specially adapted for this particular trade. She will be fitted with engines by Mr. Thomas Richardson and Sons, of Hartlepool, built on the triple-expansion principle, having cylinders 26 in., 42 in., and 69 in., and 42 in. stroke, capable of developing 1,700 indicated horse-power. On leaving the ways she was christened the *Tartar*.

His Royal Highness Prince Devawongse Varoprakar of Siam arrived in London on the 20th inst. from the Continent, with his suite. His Royal Highness visited Stockholm, where he was received by the King of Sweden, and on whom he conferred on behalf of the King of Siam the Grand Cross of the Order of Siam, and by whom he was commissioned to take the Order of the Seraphim to the King of Siam. The Prince himself was the recipient of the Grand Cross of the Order of Wasa. From Stockholm his Royal Highness went to Berlin, were the Emperor had given orders that he should be received as his guest. In the absence of the Emperor, Prince Devawongse was received by Prince William of Prussia, at Potsdam, who had been commissioned by the Emperor to give his Royal Highness the Grand Cross of the Order of the Red Eagle. The Prince was himself the bearer of the Order of the Crown of Siam to the Emperor. His Royal Highness leaves Liverpool on the 23rd inst. in the *Umbria*, and, after visiting Washington, will proceed over the Canadian Pacific Railway to Vancouver, embarking on the *Batavia*, on 19th August for Hongkong. The Prince hopes to reach Bangkok early in October.

A short time since, in writing on the registration dispute in Siam, we suggested that the course the Foreign Office would pursue—now that attention was drawn to the omission of a clause in the Siam Order similar to that in the China and Japan Order in Council enforcing registration by penalties—would be to have a new Order passed at once making the regulations the same for all three Oriental countries. What has been done is even more effectual than this, for an Order has been issued approving Mr. Satow's regulations, which have been the subject of all the turmoil. This means not only that the regulations are binding as from the present date, but all that has been done under them since the Minister issued them is likewise valid. The form of the Order is peculiar, but this appears to us to be the intention of the framers. It is, perhaps, too much to hope that those concerned in the agitation amongst British subjects in Siam will be content with this conclusion to their labours, although they might well be, for they have forced the Foreign Office to set in motion the august machinery required to produce an Order in Council. But we do hope there is no real intention of persevering with the ridiculous action against the Minister for damages under a statute which was intended to punish the fraudulent and improper levying of fees of British Consuls. An examination of the Act in question would show that it was never intended to apply to a case like the present, where an honest mistake was made—a mistake, too, for which there was every reason, in consequence of the analogy of China and Japan. If the British subjects, or a section of them, persist in this action, they will have abundant opportunity of wasting their money, while Mr. Satow will be defended, without the expenditure of a farthing on his own account, by the Attorney and Solicitor-General, and probably also by the very Mr. R. S. Wright who has already given his opinion on the subject. Besides, it might be argued that the wording of the Order in Council relates back to the issue of the regulations, and is a complete authority for Mr. Satow's action in the first instance.

A bust of the late Sir Harry Smith Parkes has been unveiled by Sir Rutherford Alcock, in the crypt of St. Paul's Cathedral.

The Central Borneo Company (Limited) has been formed with a capital of £100,000, in shares of £1 each, to acquire and work certain concessions from the Sultan of Brunei and his Pangerans (Princes) for prospecting for, mining, and exploiting gold, silver, and all other minerals (save coal and diamonds) in the North Central portion of the island of Borneo. The concessions give the right also to coal and diamonds in the Patatan and Pandaruan districts over an area estimated at nearly 1,000 square miles. The directors are the Hon. Evelyn Ashley, J. Henniker-Heaton, Esq., H. G. Erichsen, Esq., and Arthur Dudgeon, Esq. The executive committee in the east is composed of William Clark Cowie, Esq., and Edmund Ernest Everett, Esq. Part of the concessions granted lie in the territories of the Sultan of Brunei, and the remainder in those of the British North Borneo Company. The price to be paid is £36,500, £33,333 in 33,333 shares of £1 each, and the balance in cash. Those now interested in the concession are the Hon. William Hood Treacher, Lionel Brenton von Donop, George Llewellyn Davies, Alexander Cook, James Hutchison Walker, Alfred H. Everett, Andrew Kirkwood Leys, Harold Hart Everett, William Clark Cowie, and Edmund Ernest Everett. The company is formed in the first place for prospecting, and its future, of course, lies in the degree of success the prospectors may attain. That there are minerals in Borneo is known, and the company proposes to prove that they can be found in sufficient quantities to make a paying concern.

LATEST TELEGRAMS.

[FROM "STRAITS TIMES."]

CONSTANTINOPLE, 15th August.

RECEPTION OF PRINCE FERDINAND IN BULGARIA.

Prince Ferdinand has reached Tirnova and is everywhere received with enthusiasm.

LATER.

RUSSIA AND TURKEY.

El Tarik of Constantinople states that in consequence of events in Bulgaria Russia has sent important messages to the Porte and the Great Powers which tend to nullify recent and impending events.

[FROM "CEYLON TIMES"]

LONDON, 8th August.

THE LOSS OF THE "TASMANIA."

FINDING OF COURT.

The following is the finding of the Board of Trade in the enquiry held on the loss of the steamer *Tasmania*:—Captain Perrins was perfectly well and quite capable of performing his duties and gave proper orders after the vessel struck. The *Tasmania* ought to have had more officers and also another look-out man on deck. It was most improper to steer the vessel only a quarter mile to windward of the Monachi rocks, and allowances ought to have been made for currents. The second officer was chiefly answerable for the accident, having left the bridge and failed to verify the steamer's course. The Court severely censures him and suspends his certificate for two years. The third and fourth officers also were to blame. It was most lamentable that those in charge of the life-boat should have failed to return to try to rescue those remaining on the wreck. Warm praise is due to the chief officer for his exertions. Lastly the crew was sufficient to work the ship.

SUPREME COURT.

22nd August.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. J. RUSSELL, ACTING CHIEF JUSTICE.

LO HING CHUN AND ANOTHER v. MAK TAT.

In this case the plaintiffs claimed $1,076.04 for money lent.

Mr. Ho Kai, instructed by Mr. Ewens, appeared for the plaintiffs.

Mr. Ho Kai said the plaintiffs claimed from the defendant $1,076.04 being the principal and interest due on certain promissory notes. A writ of attachment was issued on 28th ult. and made returnable on the 15th inst. On 13th inst. the plaintiffs filed a petition to the effect that they were bankers carrying on business under the name of Shui On. Defendant is a trader carrying on business under the style of Hop Kee at No. 150, Bonham Strand. On 23rd January defendant borrowed from the plaintiffs $400, for which he gave a promissory note. On the 11th February he borrowed a further sum of $600, for which also a promissory note was given. In the promissory notes interest was to be paid on the first sum at the rate of 90 cents per hundred dollars per month, and on the second sum $1.20 per hundred dollars per month, and the interest and principal were both to be paid on demand. This arrangement not having been carried out the petitioner prayed that an order for the repayment of the sum with interest be granted with such other relief as the case might require. An order had been issued to the plaintiffs to establish their claim. Notification was made of the fact of a writ of foreign attachment having been made against the goods of the defendant, by advertisement in the *Daily Press* and the *Government Gazette*.

The evidence of Chan Awai, employed in the Shui On Bank, was taken in proof of the debt, and also that of F. Howell, bailiff of the court, who attached the goods.

His Lordship granted judgment, but ordered execution to be stayed till proper arrangements had been made with other creditors.

POLICE COURT.

22nd August.

BEFORE MR. N. G. MITCHELL-INNES.

ALLEGED MURDER AT YAUMATI.

The further hearing of the case in which Ng Atsoi and Ng Atu are charged with the murder of Fung Ayau, was resumed.

Mr. Wilson (of Messrs. Wotton and Deacon's) prosecuted; Mr. Caldwell appeared for the defence.

The evidence of the Police Constables, who arrested the defendants, and the Sergeant who took the charge, was taken.

Mr. Wilson asked for permission to recall Wong Alin, certain facts having come to his knowledge of which he was not aware at the time the witness was examined.

Mr. Caldwell strongly objected to the witness being recalled. Wong Alin had given his evidence from beginning to end in such a manner as to render it useless, and it appeared to him that Mr. Wilson wanted to recall him in order to patch up that evidence.

Mr. Wilson said he only wished to recall the witness now, so that, presuming this case was committed for trial, the other side might not be able to say that they had not heard of any such evidence before and that it was sprung upon them.

His Worship said he should allow Mr. Wilson to recall the witness, but he should not attach so much weight to evidence given by a witness when recalled as to that given in the first instance.

Wong Alin stated that before being employed by the first witness in this case, he had been employed at the Tan Cheong shop at Yaumati. The second defendant, Ng Ato, and the deceased were fellow workmen with himself. On the 10th June, 1886, the master of the Tan Cheong shop died, leaving his widow in charge of the business. Improper relations sprang up between the widow and Ng Ato, and Ng Ato assumed the position of master of the shop. The deceased and himself then left the shop.

Mr. Caldwell said he did not know what his Worship thought of this evidence, but he himself was at a loss to know what this scandal had to do with the murder case before them.

His Worship confessed that at present he could not see what it had to do with this case, but he supposed that Mr. Wilson was about to show its relevancy.

Mr. Wilson said he was obliged to lead up to the evidence he required in this manner.

Witness continuing said that he and deceased left the Tan Cheong shop because they were ashamed of the connection between Ng Ato and the mistress of the shop. When deceased left the shop he owed Ng Ato $3. He had bought clothing to the value of $7, and being able to pay $4, only had asked Ng Ato for the rest. Ng Atsoi was a clansman of Ng Ato's.

Mr. Wilson said that was the case for the prosecution.

Mr. Caldwell said he had no doubt, considering the state of the case as it stood and also the very serious charge of which the defendants were accused, that his Worship intended to commit the case for trial, and he should therefore reserve his defence.

His Worship committed the defendants for trial at the Supreme Court.

OPIUM CASES.

Lam Asau, for having in his possession a quantity of prepared opium without a valid certificate, was fined $25 or six weeks' hard labour.

Hung Cheong, convicted of boiling and preparing opium without a licence from the Opium Farmer, was fined $10 or two months' imprisonment.

CARRYING A DEADLY WEAPON.

Leong Afun was charged with carrying a deadly weapon without reasonable excuse, and also with refusing to pay boat hire.

Cheung Kong deposed that on 21st inst. defendant engaged his boat to carry him from Quarry Bay to Hungham and back for 40 cents. On the way back he asked the defendant for payment, when he took out two knives and said "Do you wish to die or not? If you do I will kill you." Witness said no more to him, but followed him when he landed and gave him into custody.

Defendant stated that he did not threaten to kill complainant. He offered him the two knives in payment of boat hire.

His Worship fined him $50 or six months' imprisonment.

BEFORE MR. H. E. WODEHOUSE.

ALLEGED UNLAWFUL POSSESSION.

Lai Mun, married woman, Kwok Achan, boatman, and Leung Achun, coolie, were charged with unlawful possession of a coil of rope, twelve glass dead-eyes, a roll of canvas, thirty catties of sugar, and other articles, in all of the value of $150, supposed to have been stolen from one of the P. & O. steamers while lying at the Kowloon wharf.

Mr. Caldwell appeared for the first defendant.

Chan Cheung, P.S. 168, said on 20th August he went to No. 1, Sai Lane, where in different rooms on the ground floor he found the articles in court. He saw the first defendant there and told her that these things had been stolen. She replied that she knew nothing about it and that her husband was not at present in the Colony. While he was questioning her the second defendant and two other men came in. The second defendant said he bought the canvas for $12; the other men said they knew nothing about the things. He arrested the first and second defendants.

Lau Sing, P.C. 236, gave evidence as to the arrest of the third defendant.

His Worship remanded the case till this morning, allowing the first defendant out on bail in one surety of $100, and the others in two sureties each of $250.

ALLEGED FORGERY.

A. E. Halka was again brought before his Worship charged with forgery in the jurisdiction of the Government of France.

Julien Rigoreau, acting French Consul in Hongkong, said that on 11th inst. he received a telegram from Saigon asking him to take the necessary steps for the arrest of a man named Halka, charged with forgery at Saigon. He applied to the Government here for Halka's arrest and he was accordingly arrested. On 13th August he received a second telegram from Saigon that a warrant had been issued, and a requisition for the rendition of Halka was following by the mail. On 17th he received the documents produced by the mail. The documents showed that the charge against Halka is that of forging Dr. Morgaet's name to a bill of exchange for $600. On the strength of the documents produced he asked for the extradition of Halka.

On being asked by the Magistrate if he had anything to say, Halka replied that he had not, nor he had any witnesses to call.

His Worship committed Halka to gaol, but informed him that he would not be surrendered until after the expiration of fifteen days.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

AN INQUIRY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I asked a simple question, and W., in a rather unintelligible way, replies with a weak apology for the noble official, who, according to your correspondent's letter, is still in the colony. I fail to see what the Contagious Diseases Act has to do with the mean and cowardly action referred to in Governor Hennessy's despatch. I believe it will be a sad day for this colony when the C. D. Act ceases to exist, but I also firmly assert that it is a disgrace for any man, and much more so for one in a responsible official position, to sneak into a house and tempt a girl by golden words and merry mexicans, afterwards denouncing her as a prostitute. It makes the matter worse that the "honourable gentleman" is supposed to have convicted the girl on his own evidence. If this is not tyranny I should like to know what is!

We know of the case where the "gentleman of high religious convictions," as your correspondent has it, succeeded in his abominable plan, but we do not know how often he failed in his personification of the devil. Let us hope his zeal was not often rewarded.

There are several names mentioned in connection with this disgraceful business, and in justice to everybody I think the name of the culprit should be given

PRO BONO PUBLICO.

Hongkong, 22nd August, 1887.

MACAO.

[FROM OUR CORRESPONDENT.]

22nd August.

The consecration of the new Bishop of Cochin took place at the Cathedral yesterday with the pomp usual on such occasions. The ceremony was conducted by His Lordship Bishop Medeiros of this city, assisted by a French and a Spanish Bishop and a number of canons and priests. The choir was under the conductorship of the Bandmaster.

The fancy fair was held on Saturday evening. In consequence of the unpropitious state of the weather a large number of articles were left undisposed of, which will probably be offered for sale on some future occasion.

The theatrical performance in aid of the same fund as the Bazaar will be given on Saturday evening next, the 27th instant, at the D. Pedro V. Theatre.

The salt monopoly lease was put up for sale by public auction on Saturday last and the biddings reached only about half of the price last obtained for this farm. This result shows plainly the state of business in this once flourishing Colony. I would strongly recommend the Government to allow the traders and junks to leave the port at any time of the day and night as suits their convenience, and the price of the farm will surely come up to the old standard.

CANTON.

[FROM A CORRESPONDENT.]

22nd August.

On Saturday last, His Excellency Wu Tache-ching, the Governor of Kwangtung, left here with his suite for the district of Heungshan, where he intends to inspect an old and much decayed fort, situated close to the seashore, and which has become a favourite nest and haunt of pirates. The fort is dismantled and has neither guns nor garrison, so the pirates make it their lair, from which they sally forth to perpetrate outrages and robberies on the district round. The Governor contemplates the renovation of the fort, and the establishment of a small garrison of soldiers there.

A few days ago two trading junks, bound to this city from up-country, were suddenly caught in a squall and capsized. As usual, several of the crew were drowned in the river. They sail these craft with little regard to their own safety, carrying sufficient sail for the first puff of wind to turn them clean over. The passage boats are more especially dangerous, and when their great mat sails are spread they are literally floating coffins.

A notorious robber and freebooter named Mak Kwong, for whose capture alive a reward of $7,000 had been offered by the Authorities, was brought to bay at Heungshan on the 15th instant. A body of soldiers sent to arrest him, eager to earn the big reward offered, ran Mak and some of his comrades to earth, and endeavoured to induce them to surrender. But the pirate knew the sort of fate that awaited him, and determined to sell his life dearly. He offered a desperate resistance and wounded several of the soldiers before he fell shot to death. His would-be captors were thus disappointed of the reward, and the Canton Government are cheaply rid of a dangerous criminal. This Mak Kwong is one of the seven men for whose rendition the Viceroy applied to the Hongkong Government, but he was sharp enough to make his escape from the colony before he could be arrested.

The rain which has just fallen was very welcome, not only for the reduction of the temperature it effected but also on account of the crops, the rice crop especially, which will benefit much by it.

SIR G. W. DES VŒUX, K.C.M.G.

In its series of sketches of "Coming Men," the London *Figaro*, in its issue of the 23rd ult., has the following:—Like the new Lord Mayor of Dublin, the new Governor and Commander-in-Chief of the colony of Hongkong—who was gazetted last week—is an Irishman. But this is the only point of resemblance between Mr. Saxton, M.P., [the last "Coming Man"] and Sir George William Des Vœux. It is, however, a remarkable circumstance that for the third time in succession an Irishman has been appointed Governor of Hongkong. The experiment of Lord Beaconsfield was not satisfactory. Sir John Pope Hennessy was not a success. He has just scored a point over his enemies in the Mauritius, whither he will return with all the *prestige* which belongs to a man who, according to the Secretary for the Colonies, has rebutted serious accusations. But whether he is popular or unpopular in the Mauritius, Sir John Pope Hennessy's departure from Hongkong was hailed with rejoicing by the great majority of the Europeans in the colony; and, though it is fair to say that the Chinese liked him, it does not appear that they have suffered in any way from the severance of the connection. Sir George Bowen is also an Irishman, and it cannot be doubted that his administration of affairs in the island did him great credit, and secured him the confidence of the community, whether Europeans or natives. There have been rumours that what is called the prize of the Colonial Service nearly fell to a gentleman whose descent is dubious. Sir Henry Wolff, it is understood, regarded the offer of the governorship of Hongkong by Sir Henry Holland as little less than an insult, and complained to the Prime Minister of the indignity it was proposed to put upon him. Sir Henry Wolff has been somewhat unfairly attacked by people who ought to have known better, but it is difficult to see how you can insult a man of second-rate abilities if you offer him £6,000 a-year and a post of great dignity. Sir Henry may go farther and fare worse. He may yet be sorry that he did not cheerfully accept the high honour which it was intended to confer upon him. However, his exaggerated opinion of his own merits has been the opportunity of Sir William Des Vœux; and, according to all the information it is possible to obtain, the Hongkong people are not likely to regret that a third [sixth—Ed. *D.P.*] Irishman has been entrusted with the control of affairs. It cannot be essential that the Governor of Hongkong should be deeply versed in the mysteries of Turkish finance, or the Sultan's harem. The record of Sir William Des Vœux is entirely sufficient to justify Sir Henry Holland's choice, and to warrant the expectation that in his new position His Excellency will increase the reputation he has won in other quarters of the globe. Born in 1834, the Governor of Hongkong is a brother of the fifth baronet. The first baronet, who was Governor of Masulipatam, and served in the Council at Madras, had a seat in the Irish Parliament. Sir William was educated in England at the Charterhouse and Balliol College, Oxford. When he had finished at Oxford he went to Canada, and qualified as a lawyer in the Dominion. Two years after his call to the bar he was appointed a stipendiary magistrate in British Guiana. This post he occupied for six years, when he was promoted to be Administrative and Colonial Secretary to St. Lucia, in which capacity he helped to draw up a civil code. This code is still operative. He subsequently acted as Governor of Trinidad and at Fiji, and was made actual Governor of Fiji in 1878. Here he won golden opinions, distinguishing himself by the firm and conciliatory manner in which he dealt with all the questions he had to dispose of. The natives, whose preservation was the keynote of his policy, regarded him with affection, and he secured and retained to the last the esteem of the Europeans. On his appointment to the Governorship of Newfoundland in 1886 he visited this country and received from the Aborigines' Protection Society their thanks for his services in the cause of civilisation and humanity while he was Governor of Fiji. It must be admitted that his departure from the extreme west to the far east is a blow to Newfoundland. When the news reached St. John's that he was to be transferred to Hongkong, the Chamber of Commerce congratulated him upon his appointment, but expressed regret at losing him. In the address which was presented to him, signed by every member of the Chamber, it was set forth that the allaying of political acerbities, the improved condition of trade, and the brighter hopes of Newfoundland for the future were largely due to the influence of Sir William Des Vœux. It is not easy to overestimate the significance of such a testimonial as this, but the Chamber of Commerce only gave utterance to the views of the colonists at large. It is the simple truth that no more popular Governor ever ruled over Newfoundland. The Newfoundland papers, which are often at loggerheads, have vied with each other in eulogising his public services. Lady Des Vœux, who is the daughter of Mr. John Pender, has materially contributed, by her graceful mode of dispensing hospitality, to the popularity of her husband, and it may safely be predicted that she will also share his social triumphs at Hongkong. There are, of course, difficulties to be faced, even by the possessor of the prize of the Colonial Service. The change of climate is not a difficulty, but Sir William Des Vœux and his accomplished wife will find it somewhat trying. Hongkong is not the black hole which some persons are in the habit of representing it to be, but the heat is sometimes excessive, and it takes time for strangers to acclimatise themselves. It is conceivable that Sir William Des Vœux will have to adjudicate on matters in which the interests of the colonists and the interests of the natives are directly opposed, and that, whatever may be his decision, he will excite hostile comment. But he has been accustomed to be impartial, and he will not be tempted in Hongkong either to listen to the assertions of an aristocratic clique or to pander to the Chinese. He is not likely to fail to appreciate the importance of the duties upon which he will shortly enter. He knows the value which the British public set upon Hongkong; he knows how much may depend upon his career as Governor. Hongkong is not a miserable little settlement. It is not a colony which can be compared to Cyprus. The most economical Radical would not venture to suggest that England could do without Hongkong, or would deny that it is the bounden duty of this country to improve and to perfect its fortifications. It is almost as easy to imagine London in the possession of the French as Hongkong in the possession of some other nation. Apart from other questions, what would become of our trade in the East in the event of the seizure of Hongkong by some other Power? Sir William Des Vœux will, however, speedily ascertain that the English who reside in the colony are only too willing to assist him to maintain the supremacy of the British flag. He will soon discover that there is no limit to loyalty in Hongkong, if the Governor does his best to encourage, and not to check, it. When he has occupied Government House at Victoria for five years, the idea of his retirement will be discussed, so far as Hongkong goes, with dismay. The attractive qualities, the sober judgment, the tact, and the fairness of mind which have made their mark elsewhere, will not fail to create an abiding impression in a colony whose inhabitants are intensely loyal to the Crown and exceedingly anxious to do honour to its representative.

SIR JOHN POPE HENNESSY.

A despatch by Sir Henry Holland, dated July 12, upon the report of the Royal Commission of Inquiry into the affairs of Mauritius has been presented to Parliament. Sir H. Holland has already made his decision known that sufficient cause has not been shown to justify the removal of Sir J. Pope Hennessy from the office of Governor of Mauritius.

While recognizing the ability and impartiality with which Sir Hercules Robinson performed the "disagreeable task pressed upon him," and the fact that the suspension of the Governor was the course "best calculated to secure the peace and good order of the colony," the Colonial Secretary expresses his opinion that it would have been well to insist on the regular attendance of Sir J. P. Hennessy during the examination of the witnesses and upon his cross-examining them then and there; and it is all the more to be regretted that Sir Hercules Robinson was compelled, on account of pressure of business at the Cape, to close the inquiry before Sir J. P. Hennessy had stated his defence. Nevertheless, Sir H. Holland is satisfied that no material evidence has been excluded.

With regard to Mr. Clifford Lloyd's case, Sir Henry Holland thinks that grave faults were committed on both sides; and, while he cannot acquit Sir J. P. Hennessy of want of temper and judgment, the conduct of Mr. Clifford Lloyd is deemed "reprehensible and inconsistent with his duty to his superior officer." Sir H. Holland, therefore, feels it his duty to cancel Mr. Clifford Lloyd's appointment as Lieutenant-Governor of the colony, but proposes in recognition of "his undoubted ability" to appoint him to a suitable post in another colony.

Three other cases, as to alleged interferences at the election, as to Mr. Cockburn Stewart's case, and as to the charges made in the memorial of the five elected members of the council, were brought before Sir Hercules Robinson and have since been under the review of the Colonial Secretary, who expresses his opinion on the whole matter as follows:—

There can be no doubt that Sir John Pope Hennessy proclaimed and acted upon a policy which may shortly be summed up as one of "Maurice aux Mauriciens." The principle of employing natives of the island to a very large extent in the principal offices of the Government, as well as in the minor situations which are for the most part already occupied by them, is one which has during recent years been fully approved by my predecessors, and has my entire concurrence; but there was no sufficient ground for proclaiming a new departure in a manner calculated to arouse, as it undoubtedly did arouse, grave and general apprehensions among the civil officers not connected with the island by family ties that they would no longer receive fair and impartial treatment. A great deal of the evidence, however, consists of the repetition of a general complaint of the way in which Sir John Pope Hennessy carried out his policy, coupled with specific instances of the avowed application of it, and of resulting discontent.

Some of these instances Sir John Pope Hennessy has explained away in his defence, and some are, I think, to be attributed more to his desire to promote men who generally supported him in the unhappy difference which undoubtedly existed in the colony than to the special policy under consideration. Upon the whole, I am of opinion that by his want of judgment Sir John Pope Hennessy injured the cause which he had at heart, and created a not unnatural discontent and hostility, but that there is not such evidence before me of personal injustice in the distribution of patronage as would justify me in concluding that he cannot retain the office of Governor.

Nor, upon the whole, do I think that the charge of "persecuting" the British officials, as a class, in the offices which they hold, has been established; but, as regards the general charge of undue interference brought against him, I cannot shut my eyes to the cases of Bishop Scarisbrick and of the stipendiary magistrates, where his interference was vexatious and unjustifiable, and called down upon him the well-deserved censure of two Secretaries of State.

Into those cases, which have been practically decided by my predecessors, I do not propose to enter, except to remark that a repetition of such conduct would render it impossible for Sir J. P. Hennessy to be continued as Governor; but, taken together with others which have been brought under my notice, they show that Sir John Pope Hennessy has in several instances stepped beyond the limits of that legitimate interference and check which are so necessary to keep up the proper tone and work of public offices.

I pass now to the grave charges which are to be found in sub-heads (*a*), (*b*), (*c*), and (*d*) of paragraph 53 of Sir Hercules Robinson's report, and which may be shortly stated as follows:—

That the policy and utterances of the Governor have mainly revived race animosities and religious antagonism in Mauritius; that he has allied himself to a party, and shown himself a bitter partisan; and that, owing to his disposition, differences have arisen between him and nearly all the leading English officials.

I may observe, in the first place, that, except as to the last charge, Sir Hercules Robinson has very fairly qualified the charges by inserting the words, "in the opinion of many;" because, in justice to Sir John Pope Hennessy, it must be borne in mind that a large portion of the community support his policy, and contend that it is in accord with the feelings and wishes of the population.

The conclusion in respect of these charges at which I have arrived, after studying the evidence, of which the general character is well described by Sir Hercules Robinson in the 95th and 97th paragraphs of his report, is that the Governor, in carrying out his policy, which was highly approved of by part of the inhabitants, but viewed with suspicion by another part, including the English and official element, identified himself too much with the party that supported his view, and became a partisan rather than an impartial Governor holding the balance evenly between all parties. This conduct has intensified the opposition, and caused much bitterness of feeling; it has created, as the evidence shows, a general want of confidence in the Governor, and a disbelief in his fairness; and it has placed Sir John Pope Hennessy on a most unfortunate footing with some of the officials with whom he has to work; and thus has materially affected the peace and good government of the colony.

On the other hand, while I find a good deal of exaggeration on the part of his opponents, a great readiness to accept any stories against him, and, as in the case of Mr. Clifford Lloyd, a regrettable want of loyalty to the Governor, I do not find any overt act of misconduct such as would render it necessary to remove him from office.

I must, moreover, add that the charges against him in respect of the condition of the finances of the colony, and the alleged increase of crime owing to his interference, appear to me to have broken down. As regards the latter point, I am disposed to agree with the conclusion arrived at by Sir Hercules Robinson in the 84th paragraph of his report—namely, that "it is impossible to express any opinion as to whether, in each of the 662 cases remitted by Sir John Pope Hennessy, the prerogative was exercised in a judicious manner. All that can be said is that the prerogative of pardon has during his administration been used to a much greater extent than before, but that no evidence has been brought forward to connect that leniency with the small increase which has taken place in serious offences since the year preceding his arrival.

Having now briefly dealt with the leading points in this case, I have only to add that, after careful and anxious consideration of the evidence, I have not felt it my duty to advise Her Majesty to remove Sir John Pope Hennessy from his Governorship, and the suspension of his Commission will accordingly cease from the day of the date of this despatch.

I do not conceal from myself that much will depend upon the attitude and line of conduct which Sir John Pope Hennessy adopts on his return to the colony; but I trust that this investigation will show him the absolute necessity of maintaining a strict impartiality, and of giving a careful consideration to the claims and interests of all persons, whether opposed to his policy or advocating it. I shall enforce upon him the necessity of working cordially with those who hold office under him, and of subordinating his own personal views, religious or political, to the general good of the colony; and, on the other hand, I confidently expect that, notwithstanding all that has passed, those who hold office under him will in future give him a loyal and generous support.

If all parties meet in this spirit, it may be

hoped that the unfortunate differences which have so materially affected the welfare of the colony may cease, and that general confidence in the Administration may be again restored.

The *Times* makes the following comments on the despatch:—

We print this morning the most important parts of Sir Henry Holland's despatch on the Report of the Royal Commission of Inquiry into the affairs of the Colony of Mauritius. The contents of the despatch entirely confirm us in the opinion which we expressed on Saturday as to the grave mistake made in restoring Sir John Pope Hennessy to the post of Governor of the colony. Sir Henry Holland announces at the beginning of his despatch the course which he has resolved to take. The notice is rightly placed, so much is there in the body of the despatch which would have led a careful reader to expect the very opposite conclusion. Party feeling, it is shown, ran high in Mauritius, and Sir John Pope Hennessy is declared, on uncontroverted evidence, to have identified himself too much with one of the factions, and thus to have become a partisan rather than an impartial Governor. The results were deplorable. Sir John Pope Hennessy's conduct caused much bitterness of feeling in the island, and created a general want of confidence in himself as Governor, thereby materially affecting the peace and good government and general welfare of the colony. We see no hint anywhere that the mischief thus caused is at an end, or that Sir John Pope Hennessy at his return to Mauritius will find party feeling less violent than he left it. As regards himself personally, the bare hope is expressed that the lesson which he has received will be of service to him and will induce him to mend his ways. If this proves to be the case, and if the parties whom he has aggrieved are willing that bygones should be bygones, and if they will receive him back in his possibly repentant mood with a full confidence which he has done nothing as yet to deserve, there is room for hope that things will go quietly at Mauritius, and that there will be an end to the unfortunate differences which have materially affected the welfare of the island. The prospect is not encouraging, so many and so uncertain are the conditions on which Sir Henry Holland insists. It amounts to this, that if there is a change all round, things will proceed better at Mauritius; but if either the Governor pursues his old tactics, or if he is suspected of a design of doing so, we can look only for a recurrence of former difficulties, probably in an aggravated form. All this might seem sufficient reason for not sending Sir John Pope Hennessy back to the post from which he has been suspended on admittedly good grounds. Sir Henry Holland draws the opposite inference, and hopes with some misgivings that he may perhaps be justified by the event.

That Mr. Clifford Lloyd is not to return to Mauritius is one point in Sir John Pope Hennessy's favour. The relations between these two officials were so strained, and such grave faults, it is found, were committed by both of them in their behaviour to one another, that we allow the propriety of the decision that they are not to be brought into fresh contact with the certainty of fresh collisions. The British Empire is wide enough to hold them both, and some other sphere of duty is to be found for Mr. Clifford Lloyd which will afford play for his unquestionable ability while it keeps him at a safe distance from his uncongenial late chief. It would have been better, we think, if Sir Henry Holland had shown the same prudence in his treatment of Sir John Pope Hennessy, and had not determined to force him back on a colony which has suffered from his past misrule, and where his appearance may not be welcomed by a large section of the inhabitants. As for the complaint made on Sir John Pope Hennessy's behalf, that he was condemned unheard, this is shown to have been entirely by his own choice. He was consulted as to the manner of the inquiry which Sir Hercules Robinson was instructed to hold, and he fully concurred in the arrangements made for holding it. Nevertheless, he did not attend at the sittings to hear and to cross-examine the witnesses, nor did he offer any statement on his own account within the time allowed him for making it. He has preferred—prudently, as the event shows—to reserve his defence for the private ear of the Colonial Secretary at home. The despatch now published informs us that Sir Hercules Robinson was fully justified in suspending his commission as Governor, and it passes grave censure on his conduct on several occasions and in several important particulars. Sir John Pope Hennessy is none the less restored to his post, but with a warning that a repetition of his past conduct will render it impossible for him to be continued as Governor. We trust that the confidence reposed in him may not prove to have been misplaced. But his position at his return will be far from easy, and we are very far from convinced that in his own interest or in that of the colony his restoration has been well judged.

THE P. & O. STEAMER "VICTORIA."

The arrival of the Peninsular and Oriental Company's new steamer *Victoria* at Southampton from the Clyde (says the *Times* of the 20th July) is a noteworthy event in the Company's history. This is the Company's Jubilee steamer, which has been named after Her Majesty. Yet the addition of the *Victoria* to the Company's fleet commemorates not only the completion of the fifty years during which the Queen has reigned over us, but also the completion of the fifty years during which the Peninsular and Oriental Company has been in existence. Where it possible to place one of the Company's first vessels alongside of the last, the contrast would be alike striking and instructive, and would mark the extraordinary progress made in the construction of steamships far better than volumes of facts and figures. In dimensions the *Victoria* is not behind some of the leviathans which traverse the ocean. Her length is 465 ft., her breadth 52ft., and her depth 37ft. It is estimated that she can be driven fifteen knots, with an expenditure of 100 tons of coal in the twenty-four hours, this remarkable economy being due to her triple expansion engines. Her carrying capacity for cargo is very large, while she has ample and comfortable accommodation for 154 first-class, 156 second-class, and 430 third-class passengers. The *Victoria* has been placed on the Admiralty list, so that, if occasion required, she could be utilised as a fast cruiser or transport. In the latter event she would carry nearly 4,000 troops. Her builders are Messrs. Caird Co., of Greenock, who, in the last fifteen years, have built for the Peninsular and Oriental Company some of the finest ships afloat, their aggregate dimensions amounting to 109,000 tons.

After an official trial trip early last week, when the *Victoria* fulfilled even more than had been expected of her as regards speed, a cruise down the Clyde was made on the 14th inst., before she was formally transferred from the builders to the company. On the return voyage an entertainment was given in the saloon by Messrs. Caird and Company, at which upwards of one hundred persons were present. Mr. Sutherland, M.P., the chairman of the company, in returning thanks for the toast of success to the new steamer, gave a graphic sketch of the company's career, and showed how many of the triumphs achieved in recent days were due to a persistent determination to keep abreast of the times. What he impressed upon his audience was the great difference between the conditions under which the subsidised German and French lines and the Peninsular and Oriental Company carry on their work. While the foreign companies have great latitude in executing their engagements, the Peninsular and Oriental Company have to fulfil their contract to the letter, having to observe as great regularity in carrying the mails between this country and India, China, and Australia as is observed by the railway companies carrying them between London and Greenock. Thus, as he remarked, it happens that when the mail from the East is delivered in London, the steamers of the Peninsular and Oriental Company had started simultaneously from Japan, Sydney, Calcutta, and Bombay, had converged first at Suez and next at Brindisi, the total mileage covered on reaching Brindisi being 20,000, and yet few cases had occurred for many years of the mails being delivered an hour after the appointed time.

At noon on Saturday, the 16th inst., the *Victoria* started from Greenock for Southampton. Many of the passengers were connected with the company, others represented the builders, and others were present to celebrate in this form the jubilee of the Queen and the company. Chief among those representing the company was Mr. Sutherland, the chairman; the builders were represented by Mr. Caird and one of his sons; while of the general public the more noteworthy were Sir George Elliot, M.P., Mr. Yates, Captain Methuen, Mr. J. C. Parkinson, Sir Henry Edwards, Mr. Graham, Mr. Macdonald, Sir John Monckton, Mr. Maitland, Mr. Henry, Mr. Letchworth, and Mr. Boughton, A.R.A. The weather was most favourable, and the view of the banks of the Clyde below Greenock was seen at its best. Ailsa Craig appeared to the greatest advantage as the huge vessel passed it on proceeding to the Irish Channel. Down that channel the vessel moved with a smoothness of motion which delighted all who were concerned in her construction. At the Land's End a fresh breeze was blowing, which served to demonstrate the steadiness of the ship, and from start to finish nothing occurred to show that there was a single miscalculation or flaw in the machinery. It is rare, indeed, that some defect does not show itself on the first run of a large ocean steamer; in the case of the *Victoria* the remark made by Mr. Caird when she left her moorings was fully justified by the result—"a finer steamship has never left the Clyde." A stoppage was made for twelve hours at Torbay. The general result of the run showed, however, that an average speed of upwards of fifteen knots was attained without driving the engines to their full capacity. Not less striking than the behaviour of the vessel is the rapidity with which she has been constructed. The contract provided for her delivery next October, yet she has been only nine months on the stocks. A sister ship, the *Britannia*, will soon be launched, and thus the Peninsular and Oriental Company begin the second half-century of their existence by adding to their fleet two magnificent steamers, which at no distant day will have two others of equal magnitude as consorts. But a few years ago the *Rome* and *Carthage* were the two finest vessels which the company possessed; both will be eclipsed by the *Victoria* and *Britannia*. Not in size only, but in general arrangement also the *Victoria* is a model vessel. The accommodation for second class passengers is quite as good as that which was offered to first-class passengers in all steamers a few years ago and in many now. The third-class are far better provided for than in the principal Atlantic steamers. Special attention has been paid to ventilation, the saloons and berths of every class being kept sweet and pleasant by continuous currents of fresh air. All the passages are planned so as to allow of the ingress of plenty of light as well as air by day, while there, as well as throughout the ship, incandescent electric lights render every spot and corner bright and cheery by night. If all our men-of-war were as perfect specimens of naval architecture as the Peninsular and Oriental Company's new steamer *Victoria* nothing would be heard of blundering at the Admiralty, nor would the most censorious critic have the slightest ground for alleging that any part of the country's first line of defence was alike costly and discreditable.

JAPANESE ITEMS.

The total length of rails ordered by the Railway Bureau from abroad, for the Tokaido line, is 270 miles, 160 miles of which have arrived recently. The average price of these rails is about 3.5 per cent. higher than those purchased last year.

Americans like the Japanese wild lily, so since last year great quantities of this plant have been exported to the United States. The quantity of the wild lily cultivated and sent to Yokohama for export by the residents of Awa Province alone amounted to 160,000 for the past six months.

A native paper says that Messrs. Illies & Co., in view of the extension of business by the construction of railways in Chugoku, have despatched a partner, Mr. Tanabe Kakuji, to Osaka, for the purpose of establishing a branch there. It is announced that Mr. Maeda Kiyotern, an inspector in the employ of the Nippon Yusen Kaisha, will be engaged by the above Company.

The Third High Middle School now at Higashiku, Osaka-fu, is to be removed to Yoshidamura, Atago-gun, Kyoto. The work on the new premises has been contracted for by the Japan Engineering Company and has recently been commenced. This structure is to be of brick, and will be completed within three years. The aggregate cost is put down at 370,000 *yen*. On completion, it will be the best building in the west of Kyoto.

Great opposition is being offered to the proposed introduction of the railway in the Konhira District in Sanuki, where a great Shinto shrine is situated. The inhabitants of this district fear that the many pilgrims who have supported them for centuries past will all be diverted from them, and resent such an interference with what they consider their vested interests. However sad the results to the inhabitants, their opposition must give way to the iron horse of commerce.

It has been already stated that the price of land in the Capital and interior generally had, in view of the early opening of the country to mixed residence, risen considerably. This was notably the case in the Capital, especially in such picturesque localities as Bancho, Ushigome, Hongo and Komagome, where much property had been bought at heavy prices. The speculators who engaged in these transactions are now considerably exasperated by the delay in the completion of the treaties, and are being compelled to part with their purchases at ruinous losses.

The port of Akamagaseki in Yamaguchi Prefecture has been surveyed under the auspices of Engineer Mr. Tanabe, for the purpose of constructing a harbour. Messrs. Takasu and Sanomiya, respectively the head of Akamagaseki Urban district and the superintendent of the engineering section in the local office, have arrived in the capital, to confer with the authorities on the project. The work is by no means easy, and the difficulty is still further increased by the fact that the Akamagaseki city must be reconstructed in consequence of the construction of a harbour and completion of the railway now in hand. A foreign engineer will be despatched in the middle of next month from the Home Department, to make another survey, and the work will probably be undertaken after this report.

The reform of the Japanese stage is being set about in good earnest. The Naniwa Theatre Reforming Company, with a capital of 70,000 yen, issued to the public in shares of 20 yen each, has established an office in the Southern division of Osaka, and will shortly repair and decorate the existing Ebisu Theatre, so as to afford excellent accommodation to foreign visitors. It proposes to elevate the social status of actors, at present very low; to require them to study more refined literature, and to do away with the abuses connected with the profession, and by these means to infuse a healthier spirit into theatrical life. A Council consisting of persons outside the Company who have interests of the profession at heart will assemble from time to time to discuss matters connected with general theatrical reform. A similar company will be formed shortly in Tokyo.

A project has been set on foot in Kobe, which, if carried into effect, will, in the opinion of a native contemporary, affect the business of the foreign tea brokers in Japan. Among many companies specially incorporated for the purpose of exporting tea direct, there is one respectively in Kobe, Kyoto, Osaka, and Yamashiro. The annual quantity of tea exported to the United States or other foreign countries by these four companies exceed 1,000,000 catties. But owing to the want of capital, they cannot be said to export directly nor can they realise large profits, for they have to export through the branch offices of Okura & Co. in foreign countries, or through foreign firms in Kobe. This being a matter of regret for some years, these four companies, in conjunction with a number of capitalists, are going to establish a big company under the title of the Kansei Tea Direct Exporting Company, and to export tea on an extensive scale to the United States and European countries. Branch offices or agencies are to be established in the principal tea importing ports in Europe and America.—*Gazette.*

THE ENGLISH MAIL.

The P. & O. steamer *Brindisi*, with the English mail of the 22nd ult., arrived here yesterday afternoon. The subjoined telegrams are taken from Ceylon and Indian papers:—

ANOTHER GLADSTONIAN VICTORY.

LONDON, 2nd August.

Sir George Trevelyan has been elected for Glasgow by a majority of 1,401 over his opponent, Mr. Evelyn Ashley. The figures polled were Sir George Trevelyan 4,654, Mr. Ashley 3,253.

THE DEFECTIVE CUTLASSES AND SIR JOHN ADYE'S PENSION.

LONDON, 5th August.

On the Army estimates being brought before the House of Commons a long confused debate took place on Mr. Hanbury's motion to cancel the pension to be given to Sir John Adye on his retirement as a mark of censure for the blundering and negligence displayed in connection with the conversion of outlasses issued to the Navy. Mr. Stanhope opposed the motion on the grounds that rather the system than individuals was to blame. He further stated that Government were adopting measures which would render similar blunders impossible. Ultimately Mr. Hanbury moved that a reduction of fifty pounds per annum be made in the amount of pension, which Mr. Smith agreed to, but on the motion being put to the House it was rejected by 145 against 132 votes.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA SUEZ CANAL	Pekin (str.)	A. Symons		P. & O. S. N. Co.	On 25th inst., at 4 P.M.
LONDON, VIA SUEZ CANAL	Glenearn (str.)	Brass	Hongkong	Jardine, Matheson & Co.	On or about 31st inst.
LONDON VIA SUEZ CANAL	Hector (str.)	Batt	Hongkong	Butterfield & Swire	To-morrow.
HAVRE AND LONDON	Narcissus	Duncan	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG, &c.	Polyhymnia (str.)	W. Schäfer	Hongkong	Siemssen & Co.	On 27th inst., at 11 A.M.
HAMBURG	Amaranth	Morisse	Hongkong	Carlowitz & Co.	Quick despatch.
HAMBURG	Adolph	Westergaards	Hongkong	Eduard Schellhass & Co.	Quick despatch.
LONDON AND HAMBURG	Carmarthenshire (str.)	W. R. Courtney	Hongkong	Adamson, Bell & Co.	On 26th inst.
LONDON AND HAMBURG	Comet		Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG	Osaka	R. Lowe		Pustau & Co.	Quick despatch.
LONDON AND HAMBURG	Drot		Hongkong	Carlowitz & Co.	Quick despatch.
MARSEILLES VIA SAIGON, &c.	Volga (str.)	Bevilaqua	Hongkong	Messageries Maritimes	On 1st Sept., at Noon.
BREMEN, & PORTS of CALL	Bayern (str.)	Sander		Melchers & Co.	On 1st Sept., at 4 P.M.
VANCOUVER B.C., VIA KOBE, &c.	Port Victor (str.)	A. Williams		Adamson, Bell & Co.	On 27th inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA, &c.	City of Sydney (str.)		Hongkong	P. M. S. S. Co.	On 31st inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	Oceanic (str.)			O. & O. S. S. Co.	On 10th Sept., at 3 P.M.
SAN FRANCISCO	E. Nicholson		Hongkong	Melchers & Co.	Quick despatch.
NEW YORK	Nyl-ghau	Butler	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Granite State	Ross		Pustau & Co.	Quick despatch.
NEW YORK	Benjamin Sewall	S. R. Ulmer		Pustau & Co.	Quick despatch.
NEW YORK	McNear			Carlowitz & Co.	Quick despatch.
NEW YORK	Honolulu			Carlowitz & Co.	Quick despatch.
NEW YORK	P. N. Blanchard	Oakes	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Governor Robie	Blanchard	Hongkong	Russell & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Claymore (str.)	Gulland	Hongkong	Russell & Co.	On or about 31st inst.
PORT DARWIN, SYDNEY, &c.	Changsha (str.)	J. E. Williams	Hongkong	Butterfield & Swire	On 30th inst., Daylight
SYDNEY & MELBOURNE	Pathan (str.)	Jas. Rowley		Gibb, Livingston & Co.	On or about 28th inst.
YOKOHAMA VIA NAGASAKI, &c.	Thibet (str.)		Hongkong	P. & O. S. N. Co.	On 26th inst., at 4 P.M.
YOKOHAMA AND KOBE	Tantallon (str.)	Partridge	Hongkong	Adamson, Bell & Co.	On 26th inst.
HIOGO AND YOKOHAMA	Gilsland (str.)	Robinson	Hongkong	Jardine, Matheson & Co.	On 25th inst., at 4 P.M.
BATAVIA, SAMARANG, &c.	Bantam (str.)	Scholten	Hongkong	Jardine, Matheson & Co.	On or about 27th inst.
BOMBAY VIA STRAITS	Khiva (str.)		Hongkong	P. & O. S. N. Co.	To-day, at 3 P.M.
SINGAPORE AND LONDON	Benarty (str.)	Le Boutillier	Hongkong	Gibb, Livingston & Co.	To-day, at 4 P.M.
CHEFOO AND TIENTSIN	Yik Sang (str.)	Leask	Hongkong	Jardine, Matheson & Co.	On or about 30th inst.
SHANGHAI	Brindisi (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at 10 A.M.
SHANGHAI	Canton (str.)	Bremner	Hongkong	Jardine, Matheson & Co.	On 25th inst., at 3 P.M.
SHANGHAI VIA AMOY	Palamed (str.)	Jackson	Hongkong	Butterfield & Swire	On 26th inst.
MANILA VIA AMOY	Diamante (str.)	McCaslin	Hongkong	Russell & Co.	To-day, at 4 P.M.
SWATOW, AMOY, & FOOCHOW	Haiphong (str.)	Harris	Hongkong	Douglas Lapraik & Co.	To-day, at Noon.
SWATOW, AMOY, &c.	Thales (str.)	Hunter	Hongkong	Douglas Lapraik & Co.	On 25th inst., at Noon.

LORD HARTINGTON ON LIBERALS AND CONSERVATIVES.

LONDON, 6th August.

The Liberal-Unionists yesterday entertained Lord Hartington at a banquet at Greenwich, Mr. John Bright presiding. After dinner Lord Hartington made a speech, in which he said that the concession made by the Gladstonians over the Land Bill would not induce the Liberal-Unionists to alter their present attitude. A closer alliance with the Conservatives, he said, was not justified at present, but perhaps during the recess the Conservatives might exhibit an intention to promote much needed reforms, when a closer agreement with them would be possible.

THE IRISH LAND BILL PASSED.

LONDON, 7th August.

In the House of Commons yesterday evening the Land Bill was read a third time without a division.

THE INDIAN BUDGET.

LONDON, 4th August.

Mr. W. H. Smith stated last night that he had in course of preparation a memorandum explanatory of the Indian Budget which would be presented to the house shortly before the Budget statement was made.

THE NAVAL SHAM FIGHT.

LONDON, 3rd August.

Rear-Admiral Fremantle, commanding one of the attacking squadrons, having captured Falmouth, sailed in the direction of Dover, which is defended by Vice-Admiral Sir Wm. Hewett; while another squadron is engaged in an attack on Liverpool.

LONDON, 4th August.

A portion of the defending force captured five of the enemy's ironclads off Holyhead after a tough engagement lasting 21 hours.

LONDON, 5th August.

Admiral Fremantle succeeded in eluding the vigilance of Admiral Hewett and captured the entrances to the Thames and Medway. During the engagement yesterday evening between the rival squadrons in the Downs a Nordenfeldt gun on board the *Curlew* burst and another on board the *Black Prince*, causing serious injuries to a number of seamen.

LONDON, 6th August.

The naval evolutions have been concluded, and the squadrons under Admirals Hewett and Fremantle have returned to Portsmouth.

FRANCE AND THE EGYPTIAN CONVENTION.

PARIS, 2nd August.

A circular note has been issued by M. Flourens, Minister of Foreign Affairs, in which he denies that French opposition to the Egyptian Convention is in any way due to a feeling of hostility against British policy, but says that on the contrary they had always desired the success of the Anglo-Turkish negotiations. France opposed the Convention firstly on behalf of French interests which were jeopardized as Musulman interests would be gravely compromised by the Sultan virtually abandoning the suzerainty of Egypt; and secondly because no date was fixed for the evacuation of the country by the British troops. However, should negotiations with Constantinople be renewed it would be an easy matter to avoid these obstacles, and France would then readily support any proposals coming from the English Government.

THE STRIKE ON THE MIDLAND RAILWAY.

LONDON, 5th August.

A strike among the drivers and firemen on the goods service of the Midland Railway commenced at midnight, and several goods trains were left standing on the lines.

LONDON, 6th August.

The goods traffic on the Midland Railway is completely paralysed. The passenger traffic in some branches has been suspended, and everywhere is greatly delayed. The men on strike are obdurate and show no signs of giving way.

THE FIRE AT WHITELEY'S.

LONDON, 7th August.

A destructive fire has been raging since yesterday evening at Whiteley's. The extensive premises have been almost gutted, and as no part of the same has escaped injury it is feared that little property can be saved. The origin of the fire is attributed to an explosion of gas.

THE EMPERORS OF GERMANY AND AUSTRIA.

GASTEIN, 5th August.

The interview between the Emperors of Germany and Austria was of a most cordial character.

RELEASE OF ZOBEHR PASHA.

GIBRALTAR, 3rd August.

Zobehr Pasha has been released after signing a guarantee for good behaviour.

THE EMIN BEY EXPEDITION.

LONDON, 5th August.

The latest information regarding the progress of the Emin Bey expedition states that Stanley had reached Aruwhimi on the 18th of June.

THE SETTLEMENT OF THE RUSSO-AFGHAN BOUNDARY.

LONDON, 29th July.

The *Times* states that under the agreement which has just been signed between Russia and England, regarding the demarcation of the Afghan Boundary, the Russian frontier is now eighteen miles nearer Herat. The Russians acquire twelve hundred and twenty square miles of excellent pasture land, while the Ameer gains forty square miles of similar territory at Khoja Saleh.

SIMLA, 1st August.

The telegram stating that Russian papers are giving out that the Afghan boundary settlement concedes Russia 1,500 versts, that is about 1,000 miles, of territory, against about twenty versts allotted to the Ameer, shows that the papers in question are not acquainted with the facts of the case. The area conceded to Russia on the Kushk River is only slightly larger than that which was in dispute at Khoja Saleh, about thirty miles in one case against twenty in the other. The area granted to Russia is largely desert, while that remaining with the Ameer is a populated tract.

LONDON, 5th August.

Replying to a question in the House of Commons last night Sir James Fergusson stated that Afghanistan cedes to Russia territory between Kushk and Murghab to an extent of 825 square miles, receiving in exchange from Russia a tract of country measuring 770 square miles in the district of Khoja Saleh. In point of actual value the advantage is on the side of Afghanistan.

THE PROGRESS OF THE REBELLION IN AFGHANISTAN.

ALLAHABAD, 31st July.

The state of the country between Kandahar and the British frontier is changing for the worse. The Kandahar road is now unsafe for travellers, and news will be more than ever difficult to obtain. The latest reports say that there has been a conflict between Gholam Hyder's troops and the Audari mutineers. Both sides claim the victory, while one account states that the Ameer's men refused to fight with the result that six pieces of cannon fell into the hands of the rebels.

MADRAS, 5th August.

Gholam Hyder and Sikander Khan have defeated the Andari mutineers, the Tarakies and other rebels with heavy loss at Suri.

STRENGTHENING OF THE HERAT GARRISON.

ALLAHABAD, 29th July.

The Governor of Herat is making local enlistments to complete the strength of the garrison.

CHOLERA AT PESHAWUR.

LAHORE, 31st July.

Over 280 victims have succumbed to cholera in Peshawur city since the beginning of the month. During the past week the Wiltshire Regiment have lost four sergeants, one corporal, and three privates. Assistant engineer Ives died last Sunday, after a few hours' illness. Four companies in detachments have been sent to encamp in various directions about seven to ten miles from Peshawur. There are still twelve men of the regiment in hospital with cholera. All the officers of the Wiltshire Regiment have rejoined from leave.

COMMERCIAL INTELLIGENCE.

MONDAY, 22nd August.

EXPORT CARGOES.

Per steamship *Khedive*, sailed on the 11th August:—For London—110,103 lbs. congou, 191,356 lbs. scented caper, 36,562 lbs. souchong, 193 bales fine silk, 30 cases silk piece goods, 327 bales waste silk, and 23 packages sundries. For France—341 bales fine silk, 13 cases silk piece goods, 50 bales waste silk, and 4 packages sundries. From Manila for France—100 bales hemp. From Foochow for France—206 packages tea.

Per steamship *Hankow*, sailed on the 17th August:—For New York—144 packages tea, 95 bales waste silk, 289 rolls matting, 8 cases silks, 90 cases ginger, 30 casks soy, 124 packages blackwoodware, and 2,104 packages merchandise.

Per British steamship *Chinguo*, sailed on the 17th August:—For London—27,468 lbs. congou, 314,644 lbs. scented caper, 17,253 lbs. scented orange pekoe, 133 packages canes, 39 bales straw, 100 packages merchandise, and 218 bales waste silk. From Manila—1,200 bales hemp.

Per steamship *Laertes*, sailed on the 17th August:—For London—37,149 lbs. congou, 58,464 lbs. scented caper, 3,801 lbs. scented orange pekoe. From Manila for Continent—4 packages cigars. From Japan—13 packages curios. For Continent—200 bags rice. For London—5,000 empty quicksilver flasks, 2 cases silk piece goods, 39 cases shells, and 2 packages sundries.

OPIUM.

Quotations are:—

New Malwa..........$525 per picul, allce. of [2¼ to 3¼ catties.

Old Malwa..........$550 per picul, allce. of [2¼ to 3¼ catties.

Older Malwa..........$570 per picul, allce. of [3¼ to 5 catties.

Patna (New)..........$485 to $486½ per chest.

Patna (Old).......... 486½ " "

Benares (New).......... 477½ " "

Benares (Old).......... 477½ " "

EXCHANGE.

ON LONDON.—

Telegraphic Transfer..........3/1¼

Bank Bills, on demand..........3/2

Bank Bills, at 30 days' sight..........3/2¼

Bank Bills, at 4 months' sight..........3/2¾

Credits, at 4 months' sight..........3/2¾

Documentary Bills, at 4 months' sight..........3/2¾

ON PARIS.—

Bank Bills, on demand..........3.99

Credits, at 4 months' sight..........4.09

ON NEW YORK.—

Bank Bills, on demand..........76½

Credits, 60 days' sight..........78

ON BOMBAY.—

Telegraphic Transfer..........222¼

Bank, on demand..........222¾

ON CALCUTTA.—

Telegraphic Transfer..........222¼

Bank, on demand..........222¾

ON SHANGHAI.—

Bank, at sight..........72¼

Private, 30 days' sight..........72¾

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—135 per cent. premium, sales.

Union Insurance Society of Canton, Limited—$82 per share.

China Traders' Insurance Company's Shares—$72 per share, sellers.

North China Insurance—Tls. 285 per share.

Yangtsze Insurance Association—Tls. 114 per share.

Chinese Insurance Company, Limited—$225 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$72½ per share.

Hongkong Fire Insurance Company's Shares—$392½ per share, buyers.

China Fire Insurance Company's Shares—$82 per share.

Straits Marine Insurance Company, Limited—$30 nom.

Straits Fire Insurance Company, Limited—$16 nom., buyers.

Hongkong and Whampoa Dock Company's Shares—83 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$93 per cent. prem.

Indo-China Steam Navigation Co.'s Shares—10 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$50 per share.

Hongkong Gas Company's Shares—$125 per share.

Hongkong Hotel Company's Shares—$200 per share.

China Sugar Refining Company, Limited—$145 per share.

Luzon Sugar Refining Company, Limited—$55 per share, nominal.

Hongkong Ice Company's Shares—$51 per share.

Hongkong and China Bakery Company, Limited—$110 per share.

Perak Tin Mining and Smelting Company—$10, nom.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$11.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$35 per share.

Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount.

A. S. Watson & Co., Limited—65 per cent. premium.

Hongkong & Kowloon Wharf and Godown Co., Limited—47 per cent. prem., sales.

Singapore Insurance Company, Limited—$18 per share.

Chinese Imperial Loan of 1884 B—6 per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium.

Chinese Imperial Loan, 1886 E—5½ per cent. premium.

Chinese Imperial Government 1885 Dollar Loan —1 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

August 22nd.

Barometer—9 A.M. 29.890

Barometer—1 P.M. 29.884

Barometer—4 P.M. 29.874

Thermometer—9 A.M. 83

Thermometer—1 P.M. 84

Thermometer—4 P.M. 83

Thermometer—9 A.M. (Wet bulb)..........77

Thermometer—1 P.M. (Wet bulb)..........78

Thermometer—4 P.M. (Wet bulb)..........78

Thermometer—Maximum..........84

Thermometer—Minimum (over night)..........77

CHINA COAST METEOROLOGICAL REGISTER.

21st August, 1887, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.79	86	76	SW	1	f	—
Haiphong	29.66	89	68	NW	1	c	—
Hongkong	29.74	76	93	ENE	1	or	—
Amoy	29.81	86	80	SE	3	c	—
Foochow	29.85	86	76	ESE	3	b	—
Shanghai	29.77	86	76	SSE	3	b	—
Nagasaki	29.90	—	—	SW	2	—	—
Wladivostock	29.83	60	—	S	5	or	—

22nd August, 1887, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.83	83	76	W	1	c	—
Haiphong	29.40	84	85	—	0	c	—
Hongkong	29.85	81	87	E	3	c	3.35
Amoy	29.88	84	93	NE	2	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.81	85	83	SSW	3	b	—
Nagasaki	29.93	—	—	SW	1	—	—
Wladivostock	29.53	70	100	SW	6	or	0.40

The Barometer has risen in the N.W. and fallen in the S.E. Gradients are gentle. A storm is crossing to the North of Wladivostock. The temperature and the humidity are moderate and the weather cloudy.

W. DOBERCK.

Hongkong Observatory, 22nd August, 1887.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.84	29.85	29.83
Temperature	76	81	81
Humidity	93	87	79
Direction of wind	E.N.E.	E.	E.N.E.
Force of wind	1	3	1
Weather	o.r.	o.	o.
Rain	—	3.35	—

W. DOBERCK.

Hongkong Observatory, 22nd August, 1887.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAIPHONG,"

Captain Harris, will be despatched for the above Ports TO-DAY, the 23rd instant, at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 20th August, 1887. [1599

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"KHIVA,"

will leave for the above places TO-DAY, the 23rd instant, at THREE P.M.

E. L. WOODIN, Acting Superintendent.

Hongkong, 17th August, 1887. [1571

THE "BEN" LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

THE British Steamer

"BENARTY,"

Captain Le Boutillier, will be despatched as above TO-DAY, the 23rd inst., at FOUR P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1887. [1584

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain McCaslin, will be despatched for the above Port TO-DAY, the 23rd instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 22nd August, 1887. [1608

FOR HIOGO AND YOKOHAMA.

THE Steamship

"GILSLAND,"

Captain Robinson, will be despatched as above on THURSDAY, the 25th instant, at FOUR P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 20th August, 1887. [1604

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

will leave for the above places on FRIDAY, the 26th instant, at FOUR P.M.

E. L. WOODIN, Acting Superintendent.

Hongkong, 15th August, 1887. [1

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"PALAMED,"

Captain Jackson, will be despatched as above on FRIDAY, the 26th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1887. [1594

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"CARMARTHENSHIRE,"

W. R. Courtney, Commander, will be despatched for the above Ports on the 26th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 20th August, 1887. [1606

FOR YOKOHAMA AND KOBE.

THE Steamship

"TANTALLON,"

Partridge, Commander, will be despatched for the above Ports on FRIDAY, the 26th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 20th August, 1887. [1607

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"POLYHYMNIA,"

Captain W. Schäfer, will be despatched for the above Ports on SATURDAY, the 27th inst., at ELEVEN A.M.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 18th August, 1887. [157?

NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

FOR BATAVIA, SAMARANG, AND SOURABAYA VIA SAIGON AND SINGAPORE.

THE Company's Steamship

"BANTAM,"

Captain Scholten, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 19th August, 1887. [1591

THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND MELBOURNE.

(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer

"PATHAN,"

Captain Jas. Rowley, will be despatched as above on or about the 28th instant.

The steamer has excellent Accommodation for First Class Passengers. Fare to Sydney or Melbourne $150.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Managers.

Hongkong, 12th August, 1887. [1539

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched as above on TUESDAY, the 30th inst., at DAYLIGHT.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd August, 1887. [1609

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"YIK SANG,"

Captain Leask, will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th August, 1887. [1605

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAYMORE,"

Captain Gulland, will be despatched for the above Port on or about the 31st instant.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 20th August, 1887. [1597

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 10th September, at 3 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco..........$200.00

To San Francisco and return, available for 6 months..........350.00

To Liverpool..........335.00

To London..........340.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year months, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 22nd August, 1887. [4

FOR NEW YORK.

THE 3/3 L II American Ship

"McNEAR,"

Shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 16th July, 1887. [1368

FOR NEW YORK.

THE 3/3 L II British Ship

"HONOLULU,"

Shortly expected here, will load for the above Port and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 16th July, 1887. [1369

VESSELS ON THE BERTH

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PEKIN," Captain A. Symons, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on THURSDAY, the 25th August, at FOUR P.M.

Cargo will be received on board until 10 A.M. and Parcels and Specie (Gold) at the Office until NOON, on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Acting Superintendent.

Hongkong, 15th August, 1887. [1

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE Chartered British Steamship

"PORT VICTOR,"

2,793 Tons Register, A. Williams, Commander, will be despatched for VANCOUVER, B.C., VIA KOBE AND YOKOHAMA, on SATURDAY, the 27th August, at THREE P.M.

To be followed by Steamship "BATAVIA," on the 24th September, and "ABYSSINIA," on the 18th October.

These steamers, formerly in the CUNARD Service, have lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on Board until 4 P.M. on the 26th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 18th August, 1887. [852

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY," will be despatched for San Francisco, via Yokohama and Honolulu, on WEDNESDAY, the 31st August, at THREE P.M., taking Passengers and Freight for Japan the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco..........$200.00

To San Francisco and return, available for 6 months..........350.00

To Liverpool..........335.00

To London..........340.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 % from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 13th August, 1887. [3

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 1st September, at NOON, the Company's Steamship "VOLGA," Commandant Bevilaqua, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 31st August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd August, 1887. [2

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"BENJAMIN SEWALL,"

S. R. Ulmer, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 7th July, 1887. [1306

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"GRANITE STATE,"

Ross, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 7th July 1887. [1305

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 1st day of September, 1887, at FOUR P.M., the Company's Steamship "BAYERN," Captain Sauder, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON. Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 31st August, 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 9th August, 1887. [7

FOR NEW YORK.

THE 3/3 L. I. I. British Ship
"NYL-GHAU,"
Butler, Master, will load here for the above Port, instead of as previously advertised, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 14th July, 1887. [135

FOR HAVRE AND LONDON.

THE 100 A I British Ship
"NARCISSUS,"
Duncan, Master, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 20th August, 1887. [1596

FOR HAMBURG DIRECT.

THE 3/3 L II German Bark
"AMARANTH,"
Captain Morisse, will load for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 19th August, 1887. [1276

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. British Bark
"OSAKA,"
R. Lowe, Master, shortly expected here, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 15th July, 1887. [1356

FOR SAN FRANCISCO.

THE A. 1. British Bark
"ELIZABETH NICHOLSON,"
will load here and will have quick despatch.
For Freight, apply to
MELCHERS & Co., Agents
Hongkong, 2nd August, 1887. [416

FOR LONDON AND HAMBURG.

THE 3/3 L II German Ship
"COMET,"
will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 16th July, 1887. [1370

FOR NEW YORK.

THE 3/3 L II American Ship
"P. N. BLANCHARD,"
Captain Oakes, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.
Hongkong, 18th July, 1887. 1376

FOR LONDON AND HAMBURG.

THE 3/3 L II Norweg. Ship
"DROT,"
shortly expected here, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 19th August, 1887. [1585

FOR SALE.

JUST RECEIVED.

GUARANTEED the very best Quality HOLLAND GENEVER or GIN in Cases of One Dozen or less, White Crystal Glass Bottles, Key Brand.
Also GENEVER in Stone Bottles and POMERANZEN BITTERS.

GUNS, RIFLES, REVOLVERS, CARTRIDGES, SHOT, &c., &c., &c.

The RISING HOPE SHAG TOBACCO from Nelle, (Rotterdam.)
J. F. SCHEFFER,
146] 21, & 23, Pottinger Street.

FOR SALE.

CHAMPAGNE "MONOPOLE."
—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1268

FOR SALE.

AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT, CLARETS, CHAMPAGNE, HOCKS, BURGUNDY, BRANDY, WHISKIES, ALE, STOUT, MACHINERY, PIANOS, COOKING STOVES, and TRICYCLES, SCALES, BICYCLES, PAINTS, OILS, VARNISH.
Apply to
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 1st January, 1886. 33

FOR SALE.

A Collection of about 400 UNPOLISHED GEMS. Can be seen on application at the Office of this Paper.
Hongkong, 26th February, 1887. [433

FOR SALE OR TO LET.

THE Property known as "THE CLIFFS," near Mount Gough—the Peak.
Apply to
ADAMS & JORDAN.
Hongkong, 24th February 1887. [418

IF you want JAPANESE GOODS at Reasonable Prices
Go to CASSUMBHOY'S STORE,
BEACONSFIELD ARCADE.
A Large Assortment of New Satsuma and other Ware, Bronzes, Tea Services, Screens, &c. New and Second-hand FURNITURE at Lowest Prices. [23

泰 H I M T A I 謙
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF
COAL
FOR SALE AT A MODERATE PRICE,
No. 85, PRAYA CENTRAL. [53

INSURANCES.

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.
PUSTAU & Co.
Hongkong, 1st April, 1885. [685

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Sub-Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.
F. NAUDIN & Co.
Hongkong, 8th August, 1887. [1498

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.
PUSTAU & Co., Agents.
Hongkong, 18th January, 1884. [177

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S
5 YEAR DIVIDEND POLICY.

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to
GIBB, LIVINGSTON & Co., Acting Agents.
Hongkong, 13th January, 1887. [61

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co., Agents.
Hongkong, 16th July, 1887. [60

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
Hongkong, 17th August, 1887. [15

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, Queen's Road West.
Hongkong, 12th March, 1881. [555

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

THE NETHERLANDS FIRE INSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.
W. R. LOXLEY & Co.
Hongkong, 24th March, 1887. [608

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

RISKS accepted at CURRENT RATES, with the option to Insurers of receiving an IMMEDIATE CASH DISCOUNT of 10 per cent. in lieu of the BONUS payable, as hitherto, out of the ascertained profits of the Company.
JAS. B. COUGHTRIE, Secretary.
Hongkong, 15th July, 1887. [721

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [968

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [14

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [12

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [16

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"
Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.0 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	*10.15 ,,	10.30 ,,	10.45 ,,
*10.30 ,,	12.30 P.M.	11.00 ,,	12.00 NOON.
12.45 P.M.	1.00 ,,	12.30 P.M.	1.15 P.M.
1.30 ,,	2.00 ,,	1.30 ,,	2.00 ,,
2.20 ,,	3.00 ,,	2.30 ,,	3.00 ,,
3.30 ,,	4.00 ,,	3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,	4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,	4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,	5.25 ,,	5.40 ,,
5.55 ,,	6.15 ,,	5.55 ,,	6.15 ,,
6.45 ,,	7.00 ,,	6.45 ,,	7.00 ,,
7.15 ,,		7.15 ,,	

* There will be no Launch on Monday and Friday on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

TO BE LET.

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, commanding extensive Sea View and very Cool in summer.
Apply at
THE HONGKONG DISPENSARY.
Hongkong, 5th May, 1887. [714

TO LET.

TWO-STORIED GODOWNS, between Messrs. REISS & Co. and Messrs. CARLOWITZ & Co.'s Premises, Duddell Street.
Apply to
BELILIOS & Co.
Hongkong, 10th August, 1887. [1518

TO BE LET,
[POSSESSION EARLY IN NOVEMBER]

THE Desirable RESIDENCE known as "STOWFORD," Bonham Road.
Apply to
LINSTEAD & DAVIS.
Hongkong, 16th August, 1887. [1565

TO BE LET.

THE EXTENSIVE PREMISES in Queen's Road (next to the Commissariat Buildings) lately occupied by the ROYAL NAVAL SEAMAN'S CLUB.
Apply to
LINSTEAD & DAVIS.
Hongkong, 2nd May, 1887. [8

TO BE LET.

THE PREMISES 247/9 QUEEN'S ROAD EAST.
Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd August, 1887. [1471

TO BE LET.

THE SECOND FLOOR of the House No. 2, DUDDELL STREET, suitable for OFFICE or RESIDENCE.
Apply to
LINSTEAD & DAVIS.
Hongkong, 28th July, 1887. [1429

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [42

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [43

TO BE LET.
WITH IMMEDIATE POSSESSION.

SUITE or ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.
These Premises are well adapted for OFFICES or STORES.
BISNEE VILLA, POKFULUM.
Apply to
SHARP & Co., Estate Agents, Marine House.
Hongkong, 28th July, 1887. [1432

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
STEAMER CARGOES discharged on favourable terms.
Also Entire GODOWNS to LET.
Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1278

MAILS EXPECTED.

THE INDIAN MAIL.

The steamer *Japan*, with the Indian mail, left Singapore on the 19th, and may be expected here on or about the 26th instant.

THE AMERICAN MAIL.

The O. and O. steamer *Oceanic*, with the American mail of the 3rd August, leaves Yokohama on the 23rd, and may be expected here on or about the 29th instant.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Palamed* left Singapore on the afternoon of the 18th, and is due here on the 24th instant.

The steamer *Tantallon* left Singapore on the 19th, and is due here on or about the 25th inst.

POST-OFFICE NOTICES.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the *Daily Press* Directory, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow, Amoy, and Foochow.—Per *Haiphong*, to-day, the 23rd inst., at 11.30 A.M.
For Straits and Bombay.—Per *Khiva*, to-day, the 23rd inst., at 2.30 P.M.
For Straits and London.—Per *Benarty*, to-day, the 23rd inst., at 3.30 P.M.
For Amoy and Manila.—Per *Diamante*, to-day, the 23rd inst., at 3.30 P.M.
For Bangkok.—Per *Tritos*, to-day, the 23rd inst., at 4.30 P.M.
For Kobe and Yokohama.—Per *Gilsland*, on Thursday, the 25th inst., at 4.00 P.M.
For Nagasaki, Kobe, and Yokohama.—Per *Thibet*, on Friday, the 26th inst., at 3.30 P.M.
For Singapore.—Per *Polyhymnia*, on Saturday, the 27th instant, at 10.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Volga* will be despatched on THURSDAY, the 1st September, with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Bayern* will be despatched on THURSDAY, the 1st September, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c. will be the same as in the case of the British Packet.

Correspondence should be marked *Per German Mail*, or with the name of the Packet.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CHAKON WATTANA, Siam. bk., Ulrich.—Chinese.
COMET, Ger. ship, Krippner.—Carlowitz & Co.
KITTY, Brit. bk., Lance.—Captain.
OXFORDSHIRE, Brit. str., Jones.—Russell & Co.
PORT VICTOR, Brit. str., Williams.—Siemssen & Co.
VESPASIAN, Brit. str., Stephens.—Arnhold, Karberg & Co.

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

HONGKONG.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
STEAMERS.						
Alwine	Aug. 21	Samuelsen	Ger. str	400	Wieler & Co	
Brindisi	Aug. 22	Ashdown	Brit. str	2158	P. & O. S. N. Co	Shanghai
Changsha	Aug. 16	Williams	Brit. str	1464	Butterfield & Swire	
City of Sydney	Aug. 19	D. E. Friele	Amr. str	1962	P. M. S. S. Co	S. Francisco
C'marthenshire	Aug. 22	Courtney	Brit. str	1049	Adamson, Bell & Co	London
Danube	Aug. 22	A. Fowler	Brit. str	561	A. R. Marty	Haiphong
Diamante	Aug. 21	McCaslin	Brit. str	514	Russell & Co	Manila
Esmeralda	Aug. 20	G. A. Taylor	Brit. str	395	Russell & Co	
Fatshan	June 15	S. W. Goggin	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Galley of Lorne	Aug. 7	Pomroy	Brit. str	1380	Russell & Co	
Gilsland	Aug. 19	Robinson	Brit. str	1058	Jardine, Matheson & Co	Yokohama
Haiphong	Aug. 12	Harris	Brit. str	1122	Douglas Lapraik & Co	Coast Ports
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	A. H. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Macao
Khiva	Aug. 10	Bason	Brit. str	1452	P. & O. S. N. Co	Bombay
Kinkiang	—	G. B. Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Melita	Aug. 10	H. Morck	Ger. str	359	Wieler & Co	
Norden	Aug. 19	Davidsen	Dan. str	769	Wieler & Co	
Norden	Aug. 20	Nielsen	Nor. str	1387	M. B. Kaishia	
Oxfordshire	Aug. 22	Jones	Brit. str	968	Russell & Co	
Pasig	—		Brit. str	284	Chinese	
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Port Victor	Aug. 15	A. Williams	Brit. str	1878	Siemssen & Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Sussex	Aug. 9	O'Callaghan	Brit. str	1620	Adamson Bell & Co	
Taichiow	Aug. 18	Morris	Brit. str	862	Yuen Fat Hong	
Tetartos	Aug. 19	Petersen	Ger. str	1580	Takasima Colliery	
Thales	Aug. 21	Hunter	Brit. str	820	Douglas Lapraik & Co	Taiwanfoo
Thibet	Aug. 22	T. F. Creery	Brit. str	1671	P. & O. S. N. Co	
Tritos	Aug. 17	Bleicken	Ger. str	1142	Siemssen & Co	
Venetia	Aug. 18	F. Cole	Brit. str	1609	P. & O. S. N. Co	
Vespasian	Aug. 21	J. Stephens	Brit. str	798	Russell & Co	
Wah Yeung	—	Y. Witt	Brit. str	312	Shing Kee	Canton
Wellingdorf	Aug. 16	Schulck	Brit. str	652	Wieler & Co	
White Cloud	—	W. E. Clarke	Brit. str	652	H. C. & M. Steamboat Co	Canton
Yangtsze	July 26	Starling	Brit. str	814	Siemssen & Co	
SAILING VESSELS.						
Adolph	Aug. 19	Westergaard	Ger. bk	867	Ed. Schellhass & Co	Hamburg
Alice D. Cooper	July 28	Saunders	Amr. sh	1344	Russell & Co	New York
Allie Rowe	June 9	Phillips	Haii. bg	—	Order	
Amaranth	July 19	H. Morisse	Ger. bk	934	Carlowitz & Co	Hamburg
Anna Bertha	July 6	Nisson	Ger. bk	469	Pustau & Co	S. Francisco
Batjan	June 16	Roch	Dut. sch	87	Order	
Chelmsford	Aug. 11	C. F. Collins	Brit. sch	381	Master	
Ch'on Wattana	Aug. 19	G. F. Ulrich	Siam. bk	656	Chinese	
Comet	Aug. 5	Krippner	Ger. sh	1083	Carlowitz & Co	Hamburg
Eliz. Nicholson	July 15	Geo. Falconer	Brit. bk	904	Melchers & Co	S. Francisco
Erlkonig	July 9	Bruhn	Ger. bk	450	Chinese	
Figaro	July 23	Heinsel	Ger. bk	1007	Melchers & Co	
Johann Adolph	July 9	E. Wiese	Ger. sch	310	Turner & Co	
Kitty	Aug. 20	Lance	Brit. bk	803	Captain	
McNear	Aug. 22	Larrabee	Amr. sh	1245	Carlowitz & Co	New York
Mount Lebanon	May 20	C. H. Nelson	Amr. bk	510	Gonsalves & Co	Honolulu
Narcissus	July 3	A. Duncan	Brit. sh	1279	Carlowitz & Co	London
Nyl-ghau	July 24	Butler	Brit. sh	1252	Pustau & Co	New York
P. N. Blanchard	July 15	Th. Oakes	Amr. sh	1503	Siemssen & Co	New York
Wan. Minstrel	Apl. 14	Wright	Brit. sch	364	Order	

SHIPPING IN CHINA WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
MACAO.						
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	
Kiang-chow	—	E. Gaine	Brit. str	288	H. C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	
WHAMPOA.						
Canton	Aug. 21	Bremner	Brit. str	1110	Jardine, Matheson & Co	
Fushun	Aug. 20	Croad	Chi. str	1538	C. M. S. N. Co	
Vigilant	—		Chi. str	—	Chinese	
CANTON.						
Ch'ron Kamrye	—	Krag	Siam. bk	419	Chinese	
Colombo	June 10	Griff	Chi. bk	636	Order	
Diamond City	July 10	F. Sass	Siam. bk	261	Yuen Fat Hong	
Falcon	—	Jorgenson	Siam. bk	356	Chinese	
Rapid	June 11	Steenbring	Siam. bk	429	Chinese	
SWATOW. In Port on 9th August, 1887. STEAMERS.						
Kwongsang		Thos. Seller	Brit. str	1000	Jardine, Matheson & Co	
Leesang		Sawer	Brit. str	1092	Jardine, Matheson & Co	
Swatow		Gasson	Brit. str	762	Butterfield & Swire	
AMOY. In Port on 16th August, 1887.						
Meridian	Aug. 7	Reynolds	Siam. sch	294	Chinese	
Satsuma	Aug. 2	Suenson	Brit. bk	364	Boyd & Co	
FOOCHOW. In Port on 12th August, 1887. STEAMERS.						
Glenavon	Aug. 6	A. J. Jacobs	Brit. str	1850	Jardine, Matheson & Co	
Haitan	Aug. 12	Hunter	Brit. str	1282	Jardine, Matheson & Co	
Waiting	Aug. 3	E. Piper	Chi. str	393	Chinese	
SAILING VESSELS.						
Archos	Aug. 2	Hannsen	Brit. bk	499	Chinese	
Augusta	Aug. 7	Jessen	Ger. bk	473	Master	
Johann Adolph	Aug. 2	Wiese	Ger. sch	310	Turner & Co	
W. Siegfried	Aug. 7	Lawrence	Brit. bk	394	Master	
SHANGHAI. In Port on 16th August, 1887. STEAMERS (EXCLUSIVE OF RIVER CRAFT)						
Activa	Aug. 10	Christiansen	Ger. str	388	Siemssen & Co	
Agamemnon	Aug. 10	J. Wilding	Brit. str	1526	Butterfield & Swire	
Amoy	Aug. 14	Kohler	Brit. str	815	Siemssen & Co	
Bayern	Aug. 13	R. Sander	Ger. str	2877	Melchers & Co	
Benlarig	Aug. 6	Clark	Brit. str	1482	Gibb, Livingston & Co	
Canton	Aug. 15	Bremner	Brit. str	1110	Jardine, Matheson & Co	
Chintung	Aug. 13	Winsor	Chi. str	835	C. M. S. N. Co	
Chowchowfoo	Aug. 15	W. Wendt	Ger. str	796	C. M. S. N. Co	
Fushun	Aug. 13	Croad	Chi. str	1503	C. M. S. N. Co	
Glenearn	July 12	Brass	Brit. str	1410	Jardine, Matheson & Co	
Glenroy	Aug. 4	Webster	Brit. str	1417	Jardine, Matheson & Co	
Hae-an	Aug. 14	Andrew	Chi. str	920	C. M. S. N. Co	
Hae Chang	July 30	Danielsen	Chi. str	835	C. M. S. N. Co	
Ingeborg	—	Kleffel	Brit. str	437	Russell & Co	
Kiang-foo	July 5	Chang	Chi. str	1468	C. M. S. N. Co	
Kung Wo	—	—	Brit. str	600	Jardine, Matheson & Co	
Nanzing	Aug. 15	Wanstall	Brit. str	808	Jardine, Matheson & Co	
Nierstein	Aug. 13	Weber	Ger. str	731	Melchers & Co	
Pekin	July 30	Symons	Brit. str	2136	P. & O. S. N. Co	
Pekin	Aug. 14	McQueen	Brit. str	2217	Butterfield & Swire	
Peshawur	Aug. 12	L. H. Moule	Brit. str	2158	P. & O. S. N. Co	
Sin Nanzing	Aug. 15	Waddilove	Brit. str	714	Jardine, Matheson & Co	
Sual	Aug. 14	Scott	Brit. str	781	G. McBain	
Telamon	Aug. 7	Jackson	Brit. str	1535	Butterfield & Swire	
Volga	Aug. 7	Bevilaqua	Fr. str	1003	Messageries Maritimes	
W. C. de Vries	Aug. 9	Smith	Brit. str	669	McBain	
Wha-un	Aug. 12	Schmidt	Brit. str	423	J. Baessler	
Wuchang	Aug. 18	Wyles	Brit. str	800	Butterfield & Swire	
Yuen Wo	Aug. 15	Slessar	Brit. str	1381	Jardine, Matheson & Co	
SAILING VESSELS.						
Batavia	June 22	Nelssen	Brit. bk	357	Nils Moller	
Canara	Aug. 9	Dexter	Brit. sh	1540	C. & J. Trading Co	
Governor Robie	June 29	Ross	Amr. sh	1624	Pustau & Co	
Granite State	June 29	Ross	Amr. sh	1264	Master	
Honolulu	Aug. 9	Leary	Brit. sh	1599	C. & J. Trading Co	
Maria	June 14	Molsen	Brit. bk	798	Master	
Mary Stewart	July 17	Thompson	Brit. bk	484	Morris & Co	
Walls Castle	June 6	Kenneth	Brit. bk	626	Gibb, Livingston & Co	
Wm. H. Connor	June 22	Nickols	Amr. sh	1424	Arnhold, Karberg & Co	
TIENTSIN. In Port on 6th August, 1887. STEAMERS.						
Chungking	Aug. 5	Hutchison	Brit. str	1101	Butterfield & Swire	
Fungshun	Aug. [illegible]	Tisdall	Chi. str	864	C. M. S. N. Co	
Hasting	Aug. 5	Patterson	Chi. str	1099	C. M. S. N. Co	
Kowshing	Aug. 5	Balbernie	Brit. str	1352	E. Cousins	
SAILING VESSELS.						
Lake Simcoe	June 30	Johnson	Brit. bk	834	Wilson & Co	

SHIPPING IN JAPANESE WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
NAGASAKI. In Port on 3rd August, 1887. STEAMERS.						
Deutschland	July 31	Hildebrandt	Ger. str	280	C. E. Boeddinghaus	
Norden	July 9	Nielsen	Nor. str	1367	M. B. Kaishia	
Takachiho M.	July 29	Walker	Jap. str	1067	Nippon Yusen Kaishia	
Tsuruga Maru	July 29	Hussey	Jap. str	451	Nippon Yusen Kaishia	
SAILING VESSELS.						
Kozaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	
KOBE. In Port on 9th August, 1887. STEAMERS.						
Chelydra	Aug. 2	H. Peace	Brit. str	1574	Cornes & Co	
Claymore	Aug. 6	Gulland	Brit. str	165	Smith Baker & Co	
Geelong	Aug. 7	Creery	Brit. str	1139	M. Heimann & Co	
Lord of the Isles	July 5	Felgate	Brit. str	1586	Walsh, Hall & Co	
Mino-maru	Aug. 3	Honda	Jap. str	553	Nippon Yusen Kaishia	
Omi maru	Aug. 3	Swain	Jap. str	1512	Nippon Yusen Kaishia	
Orfordshire	Aug. 5	Jones	Brit. str	998	Smith, Baker & Co	
Shario Maru	Aug. 6	Kori	Jap. str	75[illegible]	Nippon Yusen Kaishia	
SAILING VESSELS.						
Alex. Gibson	July 14	Speed	Amr. sh	2121	C. & J. Trading Co	
Cheshire	July 12	Cosby	Brit. bk	1313	R. Isaac & Bros.	
Kingsport	Aug. 2	Morehouse	Brit. sh	1161	Browne & Co	
YOKOHAMA. In Port on 12th August, 1887. STEAMERS.						
Atalanta	Aug. 10	Thomsen	Ger. str	701	Simon, Evers & Co	
Batavia	Aug. 5	J. Price	Brit. str	1661	C. P. M. S. S. Co	
Moray	July 30	Duncan	Brit. str	1428	Adamson, Bell & Co	
Partridge	Aug. 10	Lowe	Brit. str	254	Adamson, Bell & Co	
Thibet	Aug. 7	Mudie	Brit. str	1671	P. & O. S. N. Co	
Travancore	Aug. 8	J. Logan	Brit. str	1149	Smith, Baker & Co	
SAILING VESSELS.						
A. H. Smith	Aug. 4	Brown	Amr. sh	1452	C. & J. Trading Co	
Fearless	Sept. 22	Gierow	Ger. cut	18	Captain	
Isaac Reed	Aug. 5	Waldo	Amr. sh	1457	Fraser, Farley & Co	
Wm. H. Smith	Aug. 4	H. Merrett	Amr. sh	1110	C. & J. Trading Co	

SHIPPING IN SOUTHERN PORTS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
MANILA. In Port on 17th August 1887. STEAMERS.						
Dafila	Aug. 1[illegible]	J. Watt	Brit. str	536	Tan Anco	
Diamante	Aug. 16	McCaslin	Brit. str	514	W. Blodgett & Co	
Duburg	Apl. 21	Bertelsen	Ger. str	921	C. Palanca	
Espana	Aug. 17	Zavala	Span. str	591	J. Reyes	
Salvadora	July 8	Locea	Span. str	688	J. Reyes	
San Ignacio	May 6	Riquer	Span. str	2289	Compania General	
Strathairly	June 6	Boughton	Brit. str	1238	Smith, Bell & Co	
SAILING VESSELS.						
Abyssinia	July 1	Batten	Brit. bk	1123	Order	New York
Anamba	June 6	Welch	Brit. bk	1100	W. F. Stevenson & Co	Liverpool
Carl Bohn	July 26	Eischmann	Ger. bk	262	Sui Gui	
Daggry	Aug. 1	Svendsen	Nor. bk	876	Ker & Co	Boston
Emblem	July 20	Roberts	Brit. bk	1151	Macleod & Co	
Eugenie	July 4	Foley	Brit. bk	690	Ker & Co	
Hercules	June 10		Amr. sh	1212	W. F. Stevenson & Co	U. Kingdom
H. J. Libby	July 5	Richardson	Brit. bk	590	Smith, Bell & Co	
Ivy	July 1		Brit. bk	580	Forbes, Munn & Co	
Lennie Burrill	Aug. 1	Murphy	Brit. sh	1328	W. F. Stevenson & Co	Boston
Leopold	July 16	Mengedoth	Ger. sh	1058	W. F. Stevenson & Co	London
Mary L. Stone	June 28		Amr. sh	1420	W. F. Stevenson & Co	
Monarch	July 5	Corbett	Brit. bk	1187	Ker & Co	New York
Ringleader	June 2[illegible]	Entwistle	Amr. sh	1145	W. F. Stevenson & Co	
Santa Clara	May 31		Amr. sh	1174	Smith, Bell & Co	New York
ILOILO. In Port on 30th July, 1887.						
Elwell	July 14		Amr. sh	1368	Ker & Co	New York
Karnak	July 9		Brit. bk	899	[illegible]assels, Probst & Co	United States
Katahdin	July 5		Brit. bk	1173	Smith, Bell & Co	Boston
R. D. Rice	July 17		Amr. sh	2134	Macleod & Co	New York
Thomas Dana	July 3		Amr. sh	138[illegible]	Ker & Co	United States
CEBU. In Port on 28th July, 1887.						
Araguda	July 14		Span. sch	453	Smith, Bell & Co	New York
Jas. G. Bain	July 20		Brit. bk	297	Smith, Bell & Co	United States
Sta. Filomena	May 8		Span. sch	423	Chinese	Hongkong
HAIPHONG. In Port on 11th August, 1887. STEAMERS.						
Saigon	Aug. 7	Itasse	Fr. str	756	Messageries Maritimes	
BANGKOK. In Port on 10th August, 1887. SAILING VESSELS.						
Advance	—	—	Siam. bk	336	Poh Sing	
Antares	July 26	Neuburg	Ger. sh	1117	Windsor, Rose & Co	
Caroline	Nov. 2	Kock	Siam. sch	339	Chinese	
Doretta	Dec. 11	Reynolds	Siam. bg	300	Sin [illegible]ock Sing	
Foochow	Nov. 22	Meyer	Siam. bg	300	Low Mah Tong	
Fortune	May 7	Sanstrom	Siam. bk	417	Poh Wat	
Goliah	—	—	Siam. bk	542	Poh Sun	
Hermann	—	Troulsen	Ger. bk	440	R. Gotte	
Kim Jhye Seng	June 29	Tok Tang	Siam. bk	170	Chie Seng	
Long Hin	July 18	Chinese	Siam. sch	151	Order	
Matilde	Apl. 22	Koezam	Ger. bk	473	Windsor, Clarke & Co	
Queen of E'land	May 6	Spencer	Siam. bg	512	Poh Chin Sue	
Rodolfe	July 23		Aust. bk	865	Borneo Co., Limited	
Ta Hongkong	June 29	Fuctsche	Siam. bk	836	Heng Lee	
Young Siam	July 47	G. Kock	Siam. bk	701	Wang Lee	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Alacrity	d.-s. steel despatch boat	6	3160	Com. R. B. Maconochie	Hongkong
Audacious	double-screw iron frigate	14	4830	Capt. R. H. Harris	Cruising N.
Calliope	corvette	16	4020	Captain H. C. Kane	Hakodate
Cockchafer	gunboat	4	470	Lieut.-Com. Boteler	Hongkong
Constance	corvette	14	2590	Captain Churchill	Cruising N.
Cordelia	corvette	10	2420	Captain H. C. Boys	Japan
Daring	composite sloop	4	920	Com. Boldero	Hongkong
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Singapore
Firebrand	composite gunboat	4	460	Lieut.-Com. Dickson	Shanghai
Heroine	corvette	8	1470	Captain C. J. Balfour	Cruising N.
Leander	cruiser	10	5000	Capt. Martin J. Dunlop	Cruising N.
Linnet	gunboat	5	1050	Com. W. H. Marrack	Cruising
Merlin	composite gunboat	4	430	Lt.-Com. W. M. Maturin	Hakodate
Mutine	composite sloop	6	1120	Capt. J. H. Martin	Japan
Orion	armour-plated ship	4	4040	Captain T. H. Royse	Singapore
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	surveying
Sapphire	corvette	12	2360	Captain R. G. Kinahan	Cruising N.
Satellite	corvette	8	1400	Capt. A. H. Alington	Cruising N.
Solent	torpedo mining launch	—	—		Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Cruising N.
Tweed	double-screw gun-vessel	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Maxwell	Hongkong
Wanderer	composite sloop	3	750	Com. McArthur	Cruising N.
Wivern	turret ironclad	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Brooklyn	American frigate	14	1203	Capt. E. O. Matthews	Kobe
Essex	American corvette	6	—	Captain T. F. Jewell	Chemulpo
Marion	American corvette	—		Com. M. Miller	Kobe
Monocacy	American gunboat	6	750	Com. Henry Glass	Yokohama
Omaha	American corvette	12	—	Captain T. O. Selfridge	Nagasaki
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Kobe
Aspic	French gunboat	4	—	Captain Rupé	Nagasaki
Chasseur	French gunboat	—	—	Captain Le Gorrec	Haiphong
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Nonny	Haiphong
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Tourane
Parseval	French gunboat	—	—	Commander Foret	Haiphong
Primauguet	French corvette	17	550	Captain Veron	Hakodate
Turenne	French frigate	—	—	Captain Dupuis	Hakodate
Vipère	French gunboat	4	100	Com. L. S. G. Marolles	Hakodate
Iltis	German gunboat	4	4310	Lieut.-Com. von Eickstedt	Amoy
Nautilus	German gunboat	4	1600	Commander von Hoven	Cruising
Wolf	German gunboat	2	340	Captain Jaeschke	Newchwang
Aurora	Austrian cruiser	—	—	Captain Frans Muller	Yokohama
Rapido	Italian cruiser	5	1220	Captain F. Grevalt	Kobe
Rio Lima	Portuguese gunboat	4	100	Captain R. d'Andrade	Japan
Tamega	Portuguese gunboat	5	500	Capt. Gouveia	Macao
Abreck	Russian gunboat	7	300	Captain Schans	Vladivostock
Dimitri Donskoi	Russian frigate	23	—	Captain Scurydloff	Cruising N.
Ermak	Russian transport	4	80	Captain Koltchau	Vladivostock
Morge	Russian gunboat	7	80	Commander Moltsoff	Korea
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Rynda	Russian corvette	10	—	Commander Avellan	Cruising N.
Soevoeli	Russian cruiser	13	—	Captain Sarief	Vladivostock
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Vestnik	Russian corvette	—	—	Captain Lang	Cruising N.
Vitiaz	Russian corvette	12	—	Commander Makaroff	Cruising N.
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock
Aragon	Spanish cruiser	14	2600	Capt. D. F. Zalinga	Manila

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date.)

Clan Mackenzie......Cardiff............May 24
Orient..............Stettin............May 29
Oneida..............New York...........June 7
Waterloo............Penarth............June 11
Bandaneira..........Cardiff............June 11
Restitution.........Cardiff............June 12
Rembrandt...........New York...........June 20
Tantallon (s.)......London.............June 30
Joseph Arbib (s.)...Marseilles.........July 1
Kaiushiu Maru (s.)..London.............July 2
Estate..............Cardiff............July 8
Sverre (s.).........Hamburg............July 8
Theodor Ruger.......London.............July 9

VESSELS EXPECTED AT HONGKONG.
(Continued.)

Palamed (s.)........Liverpool..........July 9
Havre (s.)..........Middlesbrough......July 9
Moyune (s.).........London.............July 18

VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.
(Per last Mail's Advice.)

San I. de Loyola (s.)...Manila.........July 6
Glaucus (s.)............Shanghai.......July 7
Orestes (s.)............Shanghai.......July 10
Sachsen (s.)............Shanghai.......July 10
Berbice.................Manila.........July 13
Ningchow (s.)...........Hankow.........July 13
Electra (s.)............Yokohama.......July 13
Ulysses (s.)............Shanghai.......July 14

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